

Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA130608 -3002

Date: **28 JUL 2008**

Dear Chris

Re: Children's Photocards

Thank you for your letter of June on behalf of your constituents in [REDACTED] regarding the 11-15 Oyster Photocard.

When free bus and tram travel was introduced for under-16s, only 14 and 15 year olds needed to have an Oyster photocard to get the concession. It was often difficult for bus drivers to challenge 14 and 15 year olds who claimed they were younger. In some cases this led to older persons boarding buses and trams without the correct photocard and so benefiting from a valuable travel concession that they were not entitled to.

As a result, from 1 June 2008 all children aged 11 years and over, need to carry an Oyster photocard and touch it on the yellow card reader when boarding a bus or before boarding a tram, to get free travel. The use of Oyster photocards enables Transport for London to withdraw the free travel concession if it is abused, by cancelling the Oyster photocard.

I believe that insisting that young persons carry and touch in with their Oyster photocard from the age of 11 will not only make it easier for drivers to determine whether a photocard is required, but will also help instil correct travel behaviour from an earlier age.

I cannot agree that TfL's policy has been introduced without warning. (TfL has made considerable efforts to publicise the new requirements). The proposed change was announced in January and widely reported including an item on BBC London:

<http://news.bbc.co.uk/1/hi/england/london/7178976.stm>

GREATER LONDON AUTHORITY

In addition the new approach was publicised on the transport system using posters and stickers at bus boarding points. Adverts were also placed in Metro. Inspectors handed out warning cards to children and TfL's operator in Epsom, Quality line, has distributed over 3,000 application forms. TfL have confirmed that posters have been displayed at bus shelters on the routes TfL operates in Epsom, since January.

Although TfL's publicity stated that applications should be submitted by 10 May 2008 to meet the deadline, they are continuing to process applications within a few days of receipt, though allowing for postal delays they correctly advise that it can take up to two weeks for the card to be received.

The requirements of the application form enabling information to be shared with the Police. This is to ensure that if a child commits a criminal act on the transport network, the police will be able to let TfL know, so that they can then take appropriate action, such as revoking the child's right to travel. I am sure you will agree that this will help make the bus system a safer place and will protect other passengers.

Yours sincerely



Boris Johnson
Mayor of London

Mayor's Office

Chris Grayling MP
House of Commons
London SW1A 0AA

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London SE1 2AA
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Our ref: MGLA290708-1206

Date: 05 SEP 2008

Dear Chris

Thank you for your letter relaying your constituent's concern regarding restrictions on alcohol sales to under 21s.

It is clear to me that we have some real problems around irresponsible and binge drinking in some areas of London. It is one of the reasons that I introduced the ban on alcohol on public transport.

I am keen to support action and initiatives that promote responsible drinking. I believe that an approach that employs a combination of effective education, individual, parental and corporate responsibility, and tough enforcement will yield the greatest changes.

I have no intention of taking action that alienates or demonises any young people. Could you please reassure [redacted] that I do not have any plans to ban the sale of alcohol to under 21s across the city. However, I have suggested that in areas where there are persistent problems with irresponsible and/or binge drinking local boroughs could consider schemes that limit the sale of alcohol to those under 21. Any decisions to run such schemes should be made with the involvement of local stakeholders and residents.

I will continue to work with a number of key partners from the Greater London Alcohol and Drug Alliance including local government, the NHS and Metropolitan Police Service to develop and support further initiatives in this area.

Once again thank you for taking the time to raise this with me.

Yours sincerely



Boris Johnson
Mayor of London

Chris Grayling MP
House Of Commons
London SW1A 0AA

Our ref: MGLA040209-5583

Date: **08 APR 2009**

Dear Chris

Thank you for your letter of 26 January about the Glass Shard.

The Shard was supported by my predecessor, Ken Livingstone, and was granted planning permission by the Secretary of State following a public inquiry in 2003. The scheme is currently under construction with demolition of the site about to be completed and funding secured to begin building in mid 2009.

Whilst I share some of your constituents' concerns, I am unable to intervene and am sure that the Qatari investors having committed to this project would be unlikely to have a change of heart.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London



26 FEB 2010

1777
CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
Shadow Home Secretary
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
Greater London Authority
City Hall
The Queen's Walk
London SE1 2AA

24 February 2010

I am enclosing a copy of a message I have received from my constituent [REDACTED] about the extension of Oyster cards to Stoneleigh station in my constituency, and the impact this has had on ticket prices.

I would be grateful for your comments on the points raised.

With best wishes

LONDON OFFICE (for all Correspondence) CONSTITUENCY OFFICE
Telephone: 020 7219 8194 Fax: 020 7219 1763 Telephone: 01372 271036
Email address graylingc@parliament.uk

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Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA010310-5115

Date: 15 MAR 2010

Dear Chris

Re: [REDACTED]

Thank you for your letter of 24 February on behalf of your constituent [REDACTED] about the cost of travel from Stoneleigh station to London.

As you may already be aware, the extension of Oyster pay as you go has generally reduced the cost of travelling on trains in London. Unfortunately, to offset this, and leave the Operators financially no worse off overall, it was agreed by the Secretary of State last year that the Cheap Day Return ticket is withdrawn in London. Both London Travelwatch and I agreed this was a reasonable way forward. You could take this up with the Secretary of State, but I see little prospect of this decision being reversed.

Finally, it may be worth pointing out that holders of Senior Citizens Railcards receive 35% off Oyster fares when travelling on off-peak rail services. In addition, all Senior Citizens, including non-Londoners such as your constituent, are now entitled to completely free bus travel across London, including Transport for London services which operate in Epsom and Ewell. This concession now includes the morning peak period following my initiative in January 2009.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London

04 MAR 2010



CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
Shadow Home Secretary
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall
The Queen's Walk
London SE1 2AA

2 March 2010

A common issue in my postbag is the lengthy delays each day at the traffic lights at Malden Rushett, where the A243 meets the B280 – a main route in and out of Epsom, but just outside the Surrey County Council highways area.

I'm sure that London commuters are just as frustrated as the Surrey ones by the long delays at this junction – I would be grateful if you would ask your highways team to let me have an update on what is happening from their perspective, please.

Many thanks

With best wishes

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Chris Grayling



Our ref: MGLA040310-5687

Date: 30 APR 2010

Dear Chris

Re: Intersection of Leatherhead Road (A243), and Rushett Lane/Fairoak Lane (B280), KT9

Thank you for your letter of 2 March about the delays at the intersection of the A243 and B280 at Malden Rushett. On receipt of your letter I asked Transport for London (TfL) to investigate the matter.

TfL advise me that they are aware of the problem of limited capacity and resulting delays to traffic at this road junction. TfL undertook work in February 2009 to upgrade the signals at this location in order to optimise the operation of the site. The signals now operate a Microprocessor Optimised Vehicle Actuation system that uses the computing power of microprocessors to configure the best signal timings, according to the physical lay-out of the junction, the signal stages available, and the traffic conditions at any given time. Consequently, TfL feel that the junction currently operates as well as it can, given its physical constraints.

However, in acknowledging that the problem with congestion persists, TfL recognises that only a reconstruction of the layout of the junction is likely to have any significant effect on traffic flow. I am aware that detailed plans had been drawn up for such a scheme, and these were consulted upon with local residents and stakeholders. Unfortunately, the estimated cost of construction was in excess of £1 million so it was not possible for TfL to implement the scheme owing to funding restraints in the current economic climate.

Finally, I am aware that TfL are developing a brief to explore other possible affordable options to improve traffic flow at this junction. In addition, should there be any further property development in the area, another avenue for exploration would be the involvement of a developer through s106, which might afford the implementation of a more ambitious scheme.

Thank you again for writing.

Yours ever,

Boris Johnson
Mayor of London



11 MAR 2010 15:01

CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
Shadow Home Secretary
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall
The Queen's Walk
London SE1 2AA

9 March 2010

I am enclosing a copy of a message I have received from my constituent
[REDACTED]
I would be grateful for your comments on the issues she has raised.

With best wishes

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Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA120310-6236

Date: 01 APR 2010

Dear Chris

Thank you for your letter of 9 March on behalf of your constituent [REDACTED]

I understand that [REDACTED] is concerned about several issues with the London Fire and Emergency Planning Authority (LFEPA) and I would like to respond to these concerns.

With regard to Cllr Bertha Joseph, I had allowed Cllr Joseph two weeks to make her case to me, in the interests of justice and due process. You will be aware however that she offered her resignation from LFEPA, which I accepted. As there are no more scheduled meetings of LFEPA until after the local elections and the authority is about to go into purdah, I will await the annual review of LFEPA membership in May before appointing a new member to the Board.

With regards to [REDACTED] concerns on proposed shift changes, the London Fire Brigade is proposing to change the start and finish times of periods of duty for front line fire fighters. This is in order to meet the demands of changing responsibilities. They are not requiring fire fighters to work more hours overall and fire fighters will continue to work for four shifts (two days and two nights) and then take four days off. The change provides more time to carry out training and increase the time available to carry out community safety activities at a time when fire fighters are most likely to reach more of the people in London's diverse communities.

The Brigade wants to increase its productivity in these areas and it is increasingly less possible to keep allocating work to the current day shift. More useful periods of time can be created by increasing the length of the day shift and reducing the length of the night shift. The current shift pattern also means that the evening shift change occurs during the period when demand for emergency response is highest. Changing the start and finish times would reduce the impact of shift change at these times.

The current plans for changes to start and finish times do not affect the number of fire fighters on duty at any one time, including during the night shift, nor do they propose closing fire stations at night.

Yours ever,



Boris Johnson
Mayor of London



14 JUN 2010 /)
CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
Greater London Authority
City Hall
The Queen's Walk
London SE1 2AA

4 June 2010

I am enclosing a copy of a message I have received from my constituent [redacted] about the 293 bus service, which runs largely through Greater London but extends down to Epsom. As you will see, TfL have so far not responded to [redacted] concerns, and I was wondering whether one of your team would investigate, please.

With best wishes

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Our ref: MGLA070610-2110

Date: 09 JUL 2010

Dear Chris

Re: [REDACTED]

Thank you for your letter of 4 June on behalf of your constituent [REDACTED] about the 293 bus service. On receipt of your letter I asked Transport for London (TfL) to investigate the matter.

TfL have informed me that due to an administrative error, your constituent's complaint had not been forwarded to Metrobus, the operator of this service, and therefore, a response had not been provided. I apologise on behalf of TfL for this error, and I have asked that appropriate action be taken to prevent this recurring in future.

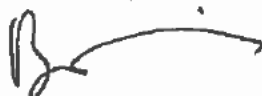
TfL advise me that service 293 was delayed by severe traffic congestion in Cheam on 19 May 2010. The bus you refer to (running number 275) was 15 minutes behind schedule when arriving at Ashley Road in Epsom and, due to the next bus behind being scheduled to arrive five minutes later, the decision was taken to curtail this service. This was done to allow a more even service to operate in both directions and to avoid buses becoming bunched.

Your constituent incurred additional delays as the bus following the one that was curtailed was itself running nine minutes behind schedule, resulting in gaps in service at Westlands Court Bus Stop. Regrettably, your constituent was more affected than most due to his location on the route, the majority of passengers on the rest of the route incurred shorter delays as a result of the curtailment.

In terms of the overall performance of this service, I have been informed that disruptions have been occurring since April, as a result of new water mains being installed in Hillcross Avenue, near the junction with Churston Drive, and the works have resulted in increased congestion in the surrounding areas. However, this set of works should be completed by the middle of this month. During this time, TfL are working closely with Metrobus to minimise the disruptions being caused, and I apologise on behalf of TfL for any inconvenience caused.

I hope this has helped clarify the situation, and thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London



13 SEP 2010

(/)
RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

9 September 2010

I am enclosing a copy of a message I have had from my constituent [REDACTED]
[REDACTED] about the Low
Emission Zone.

I would be grateful for your comments on the issues he has raised, please.

With best wishes

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Chris Grayling MP
House of Commons
London SW1A 0AA

Our Ref: MGLA140910-9525

Date: 29 SEP 2010

Dear Chris

Thank you for your letter of 9 September on behalf of your constituent [REDACTED] about the Low Emission Zone (LEZ).

[REDACTED] will be pleased to hear that I have made the decision not to include LGVs and minibuses in the London Low Emission Zone until 3 January 2012, instead of the previous planned start date of October 2010. My decision follows public consultation and was made in recognition of the difficult financial circumstances currently facing many Londoners.

However, I am committed to the goal of reducing harmful emissions and including these types of vehicles is an important part of that process. Whilst delaying the inclusion of larger vans and minibuses will reduce its benefits to some extent, it will allow time for the economic situation to improve before smaller operators have to take action.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London



15 SEP 2010

RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

13 September 2010

I am enclosing a copy of a letter I have received from my constituent [REDACTED]
[REDACTED] about a number of issues of particular interest to London taxi drivers –
[REDACTED] drives a London cab. I would be grateful for your comments on the
issues he has raised.

With best wishes

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Our ref: MGLA170910-9722

Date: **27 SEP 2010**

Dear Chris

Thank you for your letter of 13 September on behalf of your constituent [REDACTED]

Your request has been passed to the relevant Authority, Transport for London, who will respond to you direct in due course.

Yours ever,



Boris Johnson
Mayor of London



18 MAR 2011

V /)
RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

16 March 2011

I am enclosing a copy of a message I have received from my constituent [REDACTED]
[REDACTED] about LEZ charges
in London. I would be grateful for your comments on the points he has raised,
please.

With best wishes

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Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our Ref: MCLA210311-4055

Date: 02 JUN 2011

Dear Chris

Thank you for your letter on behalf of your constituent [REDACTED] about the latest phase of the Low Emission Zone (LEZ). I apologise for the delay in responding to you.

The first thing to say is that I fully recognise the impact this will have on London's businesses. Despite significant improvements in recent years, London's air quality remains a concern with pollution affecting the quality of life of Londoners, especially those with respiratory and cardiovascular conditions, including asthma, heart and lung disease, and contributes to over 4,000 premature deaths each year. The European Commission has accepted our plans for the worst pollutants in central London. But we are still at risk of breaching EU targets and receiving massive fines which some estimate could be as high as 300M Euros. To reduce this risk and to improve the long-term health of Londoners I'm introducing a package of measures to improve air quality in London, including electric vehicle infrastructure, age-limits for taxis and Public Hire Vehicles, and upgrading the bus fleet.

The LEZ is an important part of this package, and that is why from 3 January 2012, a Euro 3 particulate matter standard will apply for larger vans, minibuses and specialist private vehicles. Vehicles registered as new with the DVLA on or after 1 January 2002 are assumed to meet these standards.

I recognise that becoming compliant with this standard will be difficult for some van drivers. That is why I delayed introducing the standard in the middle of the economic downturn to give operators time to plan ahead. To make it easier, TfL is providing detailed advice on the available options, which includes purchasing a newer vehicle, fitting a new engine or fitting an approved filter. Information on these options can be found on the LEZ website at www.tfl.gov.uk/roadusers/lez or by phoning 0845 607 0009.

I can assure you that I am working with the abatement equipment industry to ensure that retrofit costs are as low as possible. I have also secured discounts with major van manufacturers that will help operators to trade up their vehicles to new cleaner, compliant ones.

Yours ever,



Boris Johnson
Mayor of London

Direct telephone: 020 7983 4100 **Fax:** 020 7983 4057 **Email:** mayor@london.gov.uk



20 MAY 2011

RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall, The Queen's Walk
More London
London SE1 2AA

17 May 2011

I am enclosing copies of two messages I have received from constituents of mine in Epsom about proposed changes to the Low Emissions Zone, and the impact this is likely to have upon small traders in this area. I would be very grateful for your comments on the points they have raised please, before I reply to my constituents.

With best wishes

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Email address: graylingc@parliament.uk

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Mayor's Office

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

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Web: www.london.gov.uk

Our Ref: MGLA230511-8532

Date:
31 MAY 2011

Dear Chris

Thank you for your letter of 17 May on behalf of your constituents about the Low Emission Zone (LEZ).

First, I fully recognise the impact the changes to the Low Emission Zone will have on London's businesses. Despite significant improvements in recent years, London's air quality remains a concern with pollution affecting the quality of life of Londoners, especially those with respiratory and cardiovascular conditions, including asthma, heart and lung disease. The European Commission has accepted our plans to tackle the worst pollutants in central London. But we are still at risk of breaching EU targets and receiving massive fines that some estimate could be as high as 300M Euros. To reduce this risk and to improve the long-term health of Londoners I am introducing a package of measures to improve air quality in London, including electric vehicle infrastructure, age-limits for taxis and Public Hire Vehicles and upgrading the bus fleet.

The LEZ is an important part of this package, and that is why from 3 January 2012, a Euro 3 particulate matter standard will apply for larger vans, minibuses and specialist private vehicles. Vehicles registered as new with the DVLA on or after 1 January 2002 are assumed to meet these standards.

I recognise that becoming compliant with this standard will be difficult for some van drivers. That is why I delayed introducing the standard in the middle of the economic downturn to give operators time to plan ahead. To make it easier, TfL is providing detailed advice on the available options, which includes purchasing a newer vehicle, fitting a new engine or fitting an approved filter. Information on these options can be found on the LEZ website at www.tfl.gov.uk/roadusers/lez or by phoning 0845 607 0009.

GREATER LONDON AUTHORITY

I can assure you that I am working with the abatement equipment industry to ensure that retrofit costs are as low as possible. I have also secured discounts with major van manufacturers that will help operators to trade up their vehicles to new cleaner, compliant ones.

Thank you again for writing to me.

Yours ever,

A handwritten signature in black ink, appearing to read 'Boris', with a stylized flourish at the end.

Boris Johnson
Mayor of London

09 SEP 2011

Rt Hon Chris Grayling MP
Minister for Employment
Department for Work and Pensions
Caxton House
Tothill Street
London SW1H 9NA

Dear Chris

The Health and Safety Executive's Role in the planning process

We are writing to you as leading representatives of those concerned with planning and development in Greater London to express our concerns about the way the Health and Safety Executive (HSE) approach their role in assessing development proposals in the capital. As you will be aware, London Councils wrote to Bob Neill in March about this issue and copied you into the letter; and subsequently received a welcome and helpful reply from him.

As you may know, the question of the HSE's role in the planning process, and the way in which it applies its Planning Advice for Developments Near Hazardous Installations (PADHI) methodology, have long been matters of concern to us. The fundamental problem is that in commenting on planning applications the HSE all too often fails to take sufficient account either of the densely built-up nature of an urban area like London, or of the fact that development and gas holders have quite happily coexisted here for well over a century. This is of more than academic interest – research suggests that the HSE methodology could result in recommendations to refuse permission for over 12,000 housing units in London.

As the Mayor has recognised in his London Plan (Policy 5.22 on Hazardous substances and Installations), it is obviously important to identify and seek to quantify the risk arising from developing near a potentially hazardous installation or use, and we can see the value of a resource like PADHI in doing this. It should then be a matter for those taking planning decisions to weigh these risks against the benefits of development. This is the approach the Mayor has set out in his Plan, with which the HSE were broadly satisfied at the examination in public. It is also the kind of pragmatic approach the then Secretary of State took in taking her decision on development at the Oval in 2009.

We are keen to ensure that these agreed principles on the part both of developers and planning authorities are carried forward into the HSE's practice. In the past, there have been concerns that they appear to base their recommendations solely on application of the PADHI computer model, and then to take a rather inflexible approach in cases where planning authorities decide not to accept their recommendation.

We welcome the commitment of the Government to look at how the planning system can deliver more jobs and homes. With this in mind there is a real need for Government to examine the approach taken by its own agencies in considering development proposals both in terms of the methods they use and the ways their outputs are applied in making recommendations to those taking planning decisions.

In this particular case it would be extremely useful if the HSE could consider how PADHI can be adapted and applied in ways that support local decision-making based on sound evidence about risk, its avoidance or mitigation in a complex urban environment, and the wider social benefits of development. To date, we are afraid they have shown limited willingness to consider these important issues. It is in everybody's interest that we all work together to resolve this impasse. Perhaps the best way forward would be if we could sit down with the HSE and discuss a way of addressing issues which we agree are of fundamental importance so we can develop appropriate methods and procedures that enable all concerned to make sound decisions in the overall public interest. It would probably be helpful if both DWP and DCLG could be involved in these discussions. Given that this matter relates to Bob Neill's area of responsibility and as similar representations have been made to him in the past, we are copying this letter to him at DCLG. Your expressed support for this approach would be extremely valuable in taking the issue forward with the HSE.

We would be grateful if you could let us know if you are content with this proposed course of action. If you are, perhaps our respective officials could arrange a meeting to agree a way forward.

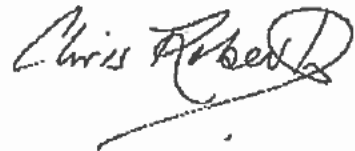
With best wishes.



Boris Johnson
Mayor of London



Michael Rooney
Chief Operating Officer
London First



Cllr Chris Roberts
Leader of Greenwich and
Planning Portfolio holder,
London Councils



DWP Department for
Work and Pensions

27 SEP 2011

Caxton House
Tothill Street
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SW1H 9DA

Telephone
020 7340 4000


Email
ministers@dwp.gsi.gov.uk
www.dwp.gov.uk

27 SEP 2011

Our ref: POS(2)4062/693

Boris Johnson
Mayor of London
City Hall
110 Queens Walk
London
SE1 2AA

23 September 2011


Thank you for your letter of 9 September regarding the Health and Safety Executive's (HSE) role in the planning process for developments in London. Your letter was co-signed by Michael Rooney, Chief Operating Officer of London First and Councillor Chris Roberts, Leader of Greenwich Council and Planning Portfolio holder for London Councils, both of whom will be copied in to this letter along with Bob Neill MP.

I support your proposal for a meeting with the HSE and, if necessary, others to agree a way forward to address your shared concerns over planning and development in London. HSE is currently reviewing how it can continue to contribute effectively to the planning process around hazardous installations and pipelines, particularly in the light of the Government's planning reforms. The proposed meeting would therefore provide a valuable input to that process.

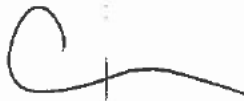
HSE is clear that its role in the planning process is advisory only and that the decision-making rests solely with local planning authorities who should act with a full understanding of HSE's advice. PADHI+ was developed as an on-line tool to help planning authorities do this and to provide them with simple, easy to understand and timely advice in the majority of cases. HSE recognises that PADHI+ needs to reflect the important planning reforms aimed at making the planning system less complex and more accessible. If the current arrangements are considered a barrier to sustainable development in London, it is important to understand what the problems are and seek to agree a way forward that supports the drive for growth and sustainable development,

particularly on brown field sites, as well as securing public protection where this is needed.

As you noted in your letter, there have been a number of complex planning applications in recent years around, in particular, major hazard gas holders in London. HSE officials continue to put much effort into dialogue with developers and individual planning authorities to seek to resolve issues, where possible, at the pre-planning stage. HSE has also engaged with planning officials in your office in the past, and I will therefore ask HSE to re-establish contact with them and make the necessary arrangements to meet.

I hope this is helpful.

With best wishes,



Rt Hon Chris Grayling MP
Minister for Employment

CC:

Bob Neill MP
Cllr Chris Roberts, Leader of Greenwich Council
Michael Rooney, Chief Operating Officer, London First

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Rt Hon Chris Grayling MP
Minister for Employment
Department for Work and Pensions
Caxton House
Tothill Street
London SW1H 9NA

Our ref: MGLA280911-0090

Date: 01 NOV 2011

Dear Chris

Thank you for your very helpful response to the letter of 9 September from London Councils, London First and me about the role of the Health and Safety Executive in the planning process for developments in London. We greatly appreciate your support on the matter and we certainly intend to meet with the HSE shortly.

I am considering working with London First, London Councils and other London stakeholders to produce supplementary guidance to my London Plan giving advice about how this issue should be dealt with in the handling of planning applications, including the advisory role of the HSE. We will obviously want to involve the HSE, your Department and the Department for Communities and Local Government in this and the discussions you offer in your letter will be an important part of this.

We have now heard from the HSE so we can start these discussions. We would welcome the involvement of your officials in both our discussions with the HSE and in preparing our guidance, and would be very grateful for a suitable contact. I will keep you informed of the progress of our work.

Yours ever,



Boris Johnson
Mayor of London

Direct Telephone: 020 7983 4100 Fax: 020 7983 4057 Email: mayor@london.gov.uk

02 NOV 2011 11



RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

1 November 2011

I am enclosing a copy of a message I have received from my constituent [REDACTED]
[REDACTED] about the London Low Emission Zone. I would be grateful if you
would ensure that [REDACTED] questions are now dealt with, please.

With best wishes

LONDON OFFICE (for all correspondence) CONSTITUENCY OFFICE

[REDACTED]

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Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our Ref: MGLA021111-3397

Date: **05 DEC 2011**

Dear Chris

Thank you for your letter of 1 November on behalf of your constituent [REDACTED] and his concerns about the changes in emissions standards for the Low Emission Zone (LEZ).

I apologise on behalf of Transport for London (TfL) for the length of time it has taken to provide [REDACTED] with a full response. I understand that TfL wrote to [REDACTED] on 7 November and responded to the concerns he raised in his emails and also confirmed that the gross vehicle weight of [REDACTED] which means it will be affected by the revised emissions standards for the LEZ which come into force on 3 January 2012.

It is one of my priorities to deliver cleaner air for London. Despite significant improvements in recent years, air quality remains a concern with pollution affecting the quality of life of Londoners, especially those with respiratory and cardiovascular conditions, including asthma, and heart and lung disease. We are currently breaching EU limit values for air quality and are at risk of receiving massive fines that could be as high as €300m. To reduce this risk, and to improve the long-term health of Londoners, I am introducing a package of measures to improve air quality in London, including support for electric vehicles, age limits for taxis and private hire vehicles and an upgrade of the bus fleet.

The LEZ is an important part of this package and that is why, from 3 January 2012, there will be tighter emissions standards and more vehicle types will be included. Larger vans (1.205t unladen weight – 3.5t Gross Vehicle Weight), and other specialist vehicles such as motor homes, will be affected by the LEZ for the first time and will have to meet a Euro III standard for Particulate Matter in order to drive within the LEZ without charge. This includes motor caravans with a Gross Vehicle Weight of between 2.5 and 3.5 tonnes. Vehicles registered as new with the Driver and Vehicle Licensing Agency on or after 1 January 2002 are assumed to meet these standards and therefore only vehicles over 10 years old will need to take some action to meet the new LEZ standards. Camper vans and motor homes with a gross vehicle weight of over 3.5t have been subject to the LEZ since 2008 and from January 2012 will be required to meet a higher Euro IV standard for Particulate Matter.

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GREATER LONDON AUTHORITY

Motor homes have emissions characteristics similar to Heavy Goods Vehicles and Light Goods Vehicles from which they are derived and, as such, produce the same level of pollution per kilometre travelled and are subject to the same emissions requirements under the LEZ. I do not think it would be consistent or fair to owners of similar vehicle types in other sectors, who may also enter the LEZ infrequently or for low mileage, to offer an exemption or discount for [REDACTED] or residents within the LEZ.

TfL has provided detailed guidance on the LEZ website at tfl.gov.uk/lezlondon to advise vehicle owners, such as [REDACTED] on whether they are affected or not by the scheme and inform them of their options if they are. A range of options are available, such as purchasing a second-hand car that is compliant with the LEZ or fitting an approved filter, which is likely to be the most cost-effective solution for [REDACTED]. If your constituent would like detailed advice on the most cost-effective approved filters, I suggest he contacts TfL on 0845 607 0009.

I hope this clarifies my position and thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London



09 NOV 2011

RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

8 November 2011

I have been approached by a number of constituents about the forthcoming changes to the Low Emission Zone, which will have a significant impact on many businesses in the Epsom area, adjoining the greater London boundary as it does. A sample email I have received on the topic is enclosed for you, and I have had several others along very similar lines.

The financial implications of the change are quite considerable. [REDACTED]

I would be grateful for your comments on these issues, and also for an outline on the types of support you are providing to businesses to enable them to comply with the new standards.

With best wishes

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Our Ref: MGLA101111-3978

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Date: **16 JAN 2012**

Dear Chris

Thank you for your letter of 8 November 2011 on behalf of your constituents and their concerns about the changes to emissions standards for the Low Emission Zone (LEZ) and the impact it will have on their businesses.

I recognise the impact the changes to the LEZ will have on vehicle owners and businesses, and that is why I delayed the inclusion of larger vans, minibuses and other specialist vehicles into the scheme by 15 months. It was originally intended that vans over 1.205t and other specialist diesel vehicles would be included in the LEZ from 4 October 2010.

It is one of my priorities to deliver cleaner air for London. Despite significant improvements in recent years, air quality remains a concern with pollution affecting the quality of life of Londoners, especially those with respiratory and cardiovascular conditions, including asthma, and heart and lung disease. We are currently breaching EU limit values for air quality and are at risk of receiving massive fines that could be as high as €300m. To reduce this risk, and to improve the long-term health of Londoners, I am introducing a package of measures to improve air quality in London, including support for electric vehicles, age limits for taxis and private hire vehicles and an upgrade of the bus fleet.

The LEZ is an important part of this package and that is why, from 3 January this year, a Euro III standard for Particulate Matter applies to larger vans, minibuses and other specialist diesel vehicles. Vehicles registered as new with the Driver and Vehicle Licensing Agency on or after 1 January 2002 are assumed to meet these standards and therefore only vehicles over 10 years old will need to take some action to meet the new LEZ standards. Also from 3 January, vehicles already required to meet the Euro III standard which came into force for buses, lorries and coaches in 2008, now have to meet the Euro IV standard for Particulate Matter.

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The LEZ was subject to extensive consultation prior to its confirmation in 2007. The new changes, the inclusion of larger vans and minibuses from 4 October 2010, as well as the increase in the required standard to Euro IV in 2012 for lorries, buses and coaches, have been in place and widely publicised since that time. Therefore, vehicle owners and operators have had a number of years to plan for this new requirement.

I fully appreciate vehicle owners' concerns about the additional costs the new LEZ requirements will mean for their businesses. I can assure you I have worked with the abatement industry to ensure retrofit costs are kept as low as possible. TfL has provided detailed guidance on the LEZ website (tfl.gov.uk/lezlondon) to advise vehicle owners on whether they are affected or not by the scheme and inform them of their options if they are. A range of options are available, such as purchasing a second-hand vehicle that is compliant with the LEZ or fitting an approved filter or new engine. There are 13 certified suppliers of abatement equipment to ensure competitive prices for vehicle owners. Some abatement suppliers offer discounts on diesel Particulate Matter filters and I have also negotiated discounts on new vans and minibuses from major vehicle suppliers.

For heavier vehicles, such as lorries, buses and coaches, approved filters will cost between £3,500 and £7,000. This is likely to be the most cost effective solution for these vehicles. For van owners, on the other hand, filters will cost from £1,800 so owners may find it more cost effective to purchase a second-hand vehicle that meets the required standards. Any van registered after 2 January 2002 will meet the LEZ standards.

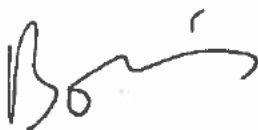
Given the scope of vehicles affected by the London LEZ and the fact that so many operators driving within the LEZ are based outside of London, and therefore outside my remit, it would not be possible for me to target any financial assistance to those affected by LEZ effectively. Therefore, I consider that grants or financial assistance should be dealt with by central government at a national level rather than at regional level.

Road transport is the main source of Particulate Matter pollution in central London, contributing to about 80 per cent of this kind of air pollution. The LEZ and in particular the changes in 2012, are therefore a critical part of my air quality plans. A Euro IV vehicle produces just a fifth of the Particulate Matter pollution of a Euro III vehicle. These new LEZ standards will therefore have a significant impact on pollution as, for example, a 15-year-old van produces four times the particulate matter pollution of an equivalent nine-year-old Euro III van.

I understand that the new requirements of the LEZ may be challenging for some to meet. The scheme is careful, however, only to target the oldest and most polluting vehicles. I am confident that any negative impact of the LEZ will be more than offset by the health and air quality benefits it will bring.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London



Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

26 JAN 2012

RT HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

24 January 2012

Dear Boris

I am enclosing a copy of a further letter I have received from my constituent [REDACTED]
[REDACTED] about the LEZ. Again, I would be grateful for your comments
on the points he has raised, please.

With best wishes

Yours sincerely

Dr Chris Grayling

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Telephone: 020 7219 8194 Fax: 020 7219 1763

CONSTITUENCY OFFICE
Telephone: 01372 271036

Email address: chris.grayling.mp@parliament.uk

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our Ref: MGLA270112-0726

Date: 06 MAR 2012

Dear Chris

Thank you for your further letter of 24 January on behalf of your constituent, [REDACTED] and his concerns about the Low Emission Zone (LEZ).

As I previously said, the LEZ is an important part of my package of measures to improve air quality in London and that is why, since 3 January this year, a Euro III standard for Particulate Matter has applied to larger vans, minibuses and other specialist diesel vehicles. Vehicles registered as new with the Driver and Vehicle Licensing Agency (DVLA) on or after 1 January 2002 are assumed to meet these standards. Also from January, vehicles already required to meet the Euro III standard, which came into force for buses, lorries and coaches in 2008, now have to meet the Euro IV standard for Particulate Matter.

[REDACTED] mentions that some vehicles which were manufactured before the introduction of the Euro III standard do meet the Particulate Matter emission standards. This may be true, but these vehicles cannot be identified from the available data which TfL receives from the DVLA because the DVLA does not hold any information about a vehicle's emissions. This is why TfL has set up the LEZ registration process, which allows motorists to provide evidence from the manufacturer regarding their vehicle's Euro emissions standard and then register it with TfL. Once TfL has received evidence from the manufacturer that the vehicle meets the relevant emissions standards, it will update the compliance status of the vehicle and no further action will be required by the owner of the vehicle. If [REDACTED] believes his vehicle meets the Euro III standard, full details of the registration process can be found on TfL's website at tfl.gov.uk/lezlondon.

My Air Quality Strategy contains a wide range of initiatives aimed at reducing harmful emissions in London. This includes support for electric vehicles, age-limits for taxis and private hire vehicles and upgrading the bus fleet.

The air quality initiative for taxis and private hire vehicles is separate from the LEZ scheme. Taxis are a key source of Particulate Matter pollution and have been required to meet a Euro III standard for Particulate Matter since 2008. The new regulations, from this year, means all new taxis must meet a Euro V standard and no taxi can be older than 15 years.

In addition, all new private hire vehicles must meet a Euro IV standard and all private hire vehicles must be less than 10 years old. From April this year, any newly licensed private hire vehicles will need to meet a Euro IV standard and be no older than 5 years old. I have no plans to include vans, minibuses and other specialist diesel vehicles in the air quality initiative for taxis and private hire vehicles.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London



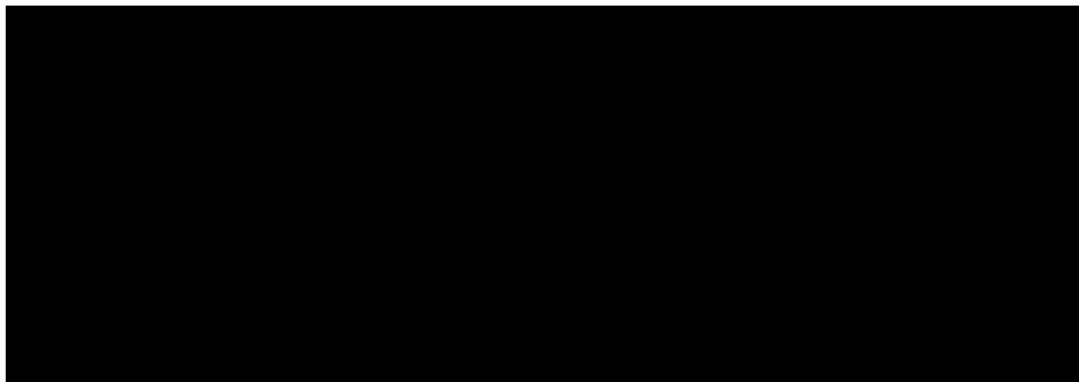
RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

25 MAY 2012

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

25 May 2012

I am enclosing a copy of some correspondence I have received from my constituent [REDACTED]



With best wishes

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Our Ref: MGLA300512-4643

Date: 01 AUG 2012

Dear Chris

Thank you for your letter of 25 May concerning the withdrawal of the free travel concession from your constituent [REDACTED]

Transport for London's (TfL's) Youth Behaviour Code says that 'Damaging or defacing an Oyster photocard' is a breach of the terms and conditions of issue and that it may result in the travel concession being withdrawn. A copy of the Behaviour Code was provided with the photocard as part of a protective wallet it came in. By signing the application form, a parent or guardian agrees to ensure her adherence to this code.

The Zip photocard scheme has played a big part in reducing anti-social behaviour on buses and gives TfL a means of tackling bad behaviour on the network. The photocards are key to this and allow TfL's staff to confirm that the person travelling for free is authorised to do so as well as identifying people who are misbehaving. It is therefore vital that the photo on each card is clearly visible. The practice of individuals using photocards that do not belong to them also contributes to a significant loss of revenue to TfL and ultimately a cost to the taxpayer and farepayer. It is for these reasons that TfL issues warnings only in circumstances where it may not be obvious to the parent or guardian that the photocard needs replacing. TfL recently introduced an online facility that allows young people to upload a new photo so that individuals who are not happy with their picture can replace it.

There is a three-stage appeals process to allow free travel concession holders the opportunity to challenge the decision to withdraw their concession. The first two appeal stages are considered by TfL. The third and final stage of the appeals process is considered by an Independent Appeals Panel made up of members of the public nominated by London TravelWatch and chaired by a magistrate. The panel makes its decision independent of TfL and its decision is final and binding on both the appellant and TfL.

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GREATER LONDON AUTHORITY

A copy of our appeals policy is available to view on the TfL website at www.tfl.gov.uk/tickets/14436.aspx. TfL's letter of 14 May offered [REDACTED] the opportunity to make a third stage appeal within 21 days and I understand that TfL received a third stage appeal on the 24 May. This will now be considered by the panel on 21 August.

Should the third appeal be turned down, your constituent's daughter will be able to earn her travel back through the Earn Your Travel Back Initiative. There is no time limit on the EYTB participation and [REDACTED] will be able to do it whenever is most suitable. Since I launched the Earn Your Travel Back initiative, it has given young people who have their free travel taken away the opportunity to get it back. It has made a significant contribution towards the environment and resulted in the reinstatement of free travel for over 2,000 young people across London, encouraging them to value their travel concession and develop an active interest in further volunteer work.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London

*She can earn it
back by doing good works!
Fantastic!*

GREATER LONDON AUTHORITY

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Rt Hon Chris Grayling MP

Secretary of State for Justice and Lord Chancellor
Ministry of Justice
102 Petty France
London SW1H 9AJ

Date:

11 SEP 2012

Dear Chris

Many congratulations on your appointment as Secretary of State for Justice and Lord Chancellor. It is very well deserved after your very successful tenure at the Department of Work and Pensions. The position is one of the most important and demanding in Government and I have every confidence that you will carry it out with vigour and integrity.

The relationship between our respective offices is critical not least in my role as occupant of the Mayor's Office for Policing and Crime (MOPAC) and I would welcome early discussions with you on how we can jointly progress crucial areas of work with victims, offenders and the criminal justice system in London. This is an exciting time with the advent of MOPAC as the first of the Police and Crime Commissioners (PCCs). MOPAC's experience will be invaluable for PCCs; it will set the precedent and, with responsibility for London, it will operate on a larger scale than others.

I would like to raise a number of key issues in London that I hope to work with you on in the very near future to ensure that London becomes one of the safest big cities in world.

Policing and Crime Plan

The Police and Social Responsibility Act 2011 has introduced significant reforms. This has led to the abolition of the Metropolitan Police Authority and the creation of MOPAC. This new and very different landscape requires a different approach and capability and, through my Deputy Mayor for Policing and Crime, Stephen Greenhalgh, we are in the process of building an organisation which is best placed to do this. We aim to drive accountability and performance in the police and also to work in partnership with criminal justice agencies to push through wider reforms.

I have a statutory responsibility to publish a Policing and Crime Plan by the end of March 2013. This will set out my priorities for the Metropolitan Police Service (MPS) and my wider plans for tackling crime and disorder. It will highlight MOPAC's strategic role within criminal justice, particularly with regard to commissioning, and also our contribution to reducing reoffending. I would welcome your input so we are in a position to drive forward future reforms.

Victims

A core duty of MOPAC is to consult with and improve services for victims of crime. I applaud the decision of the Ministry of Justice to devolve the commissioning of victim budgets to Police Crime Commissioners and I look forward to working closely with your office in ensuring the transition is a smooth one and that we are best placed to deliver the benefits that government envisaged.

Sentencing

Ken recently wrote to me about my manifesto commitments and in particular his concerns in relation to a sentencing unit. We were due to meet to discuss this, and I wonder if you and I could fix a meeting to pick up these points. In the meantime I wanted to share with you our proposals. Stephen Greenhalgh and I are proposing that MOPAC is tasked to fulfil three key aims:

- Improve the information presented to courts, for example the use and quality of community impact statements (in line with MOPAC's oversight responsibilities for the MPS);
- Develop arrangements for appealing unduly lenient sentences. MOPAC will seek an arrangement with the Chief Crown Prosecutor for London. The Crown Prosecution Service (CPS) is likely to have already identified those sentences which should be appealed and officials from our respective organisations are confident of securing agreement. I want to be clear that there is no intention here to duplicate work between different individuals, but to work together more closely;
- To gather, monitor and analyse sentencing outcomes on a regular basis to improve the transparency and understanding of sentencing. This should then be appropriately communicated to enhance both partners' and the public's understanding of, and confidence in, sentencing in London. In order to make this work, we would be reliant on data being available from the Ministry of Justice. This aim is consistent with the Government's broader activity around better transparency and online factual information.

I want to assure you that there is no intention to criticise sentencers or create any friction with the judiciary. I am confident that our respective officials have made good progress in aligning our priorities and, in doing so, recognise and appreciate the appropriate boundaries around judicial independence.

Serious Youth Violence and Reducing Re-offending

Tackling youth crime is one of my key priorities. I am pleased to be able to relate that the number of victims of serious youth violence in London has reduced by a third (1,044 victims) since the beginning of the financial year, compared to the same period the previous year. Much remains to be done and I want to make clear that strong enforcement is only half of the approach – I am committed to long-term prevention together with a strong focus on re-entry to reduce reoffending. It is, of course, also important to invest in what works. To this end I am continuing to develop Project Oracle, which is to be an evidence base for proven diversionary youth projects in London. I urge you to lend your support to this initiative.

Once again may I offer hearty congratulations to you on your new appointment. I look forward to meeting you very soon to discuss how we can work together to provide the best possible service for Londoners.

Yours ever,



Boris Johnson
Mayor of London



Ministry of JUSTICE

The Right Honourable
Chris Grayling MP
Lord Chancellor and
Secretary of State for Justice
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- 1 OCT 2012

26 September 2012

Our ref: 331123

POLICING AND CRIME IN LONDON

Thank you for your letter of 11 September and for your very kind words on my appointment as Secretary of State for Justice and Lord Chancellor.

I should say at the outset that I look forward to working with you, Stephen Greenhalgh and your office for policing and crime (MOPAC) to ensure that London does indeed become one of the safest cities in the world. It would be useful for us to meet soon to discuss the issues you raise. My office will be in touch to arrange a convenient time.

In advance of that meeting let me very briefly respond to some of the main points you make in your letter.

Policing and Crime Plan

We are very keen to learn the lessons of MOPAC's experience as the first Police and Crime Commissioner, particularly on issues where you have sought to work in partnership with other criminal justice agencies. My officials have already had discussions with their counterparts in MOPAC and I agree that it would be useful to collaborate further as you work to develop a Police and Crime Plan for the capital. I am particularly interested in how you see your role in regard to commissioning and reducing reoffending.

Victims

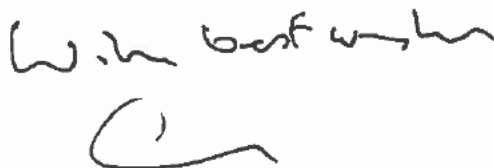
I also welcome your support for our approach of moving towards Police and Crime Commissioners having responsibility for victims' services. I know that officials here want to work closely with officials in MOPAC to ensure that this is successfully implemented.

Sentencing

You mention the concerns that Ken had expressed about setting up a Sentencing Unit in City Hall. I understand why Ken had concerns if there was any suggestion the Unit would be criticising individual sentencing decision made by the independent judiciary. I understand however that since Ken's response our officials have discussed those concerns and that you have clarified your proposals to focus the role of the Unit on providing better information to the courts via such things as community impact statements and providing London based sentencing statistics. I also welcome, although this is the primarily the responsibility of the Attorney General, your revised plans for considering unduly lenient sentences in conjunction with the CPS. It would be useful to discuss how we can work together to build public confidence in sentencing.

Serious Youth Violence and Reducing Re-offending

Finally, it is always very encouraging to hear about a reduction in crime especially in relation to the victims of serious youth violence. I recognise and appreciate your commitment to reducing re-offending and long-term prevention of serious youth violence. I am of course interested in 'Project Oracle' and other initiatives on tackling youth crime and I look forward to discussing these issues when we meet.

A handwritten signature in black ink, appearing to read 'Chris Grayling', with a stylized flourish underneath.

CHRIS GRAYLING



22 NOV 2012

RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

19 November 2012

I am enclosing a copy of a message I have received from my constituent [REDACTED]
[REDACTED] about TfL and private hire drivers. I would be grateful for your comments
on the points he has raised, please.

With best wishes

LONDON OFFICE (for all correspondence)
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CONSTITUENCY OFFICE
Telephone: 01372 271036

Email address: chris.grayling.mp@parliament.uk

GREATER LONDON AUTHORITY

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Our Ref: MGLA231112-3192

Date: 14 DEC 2012

Dear Chris

Thank you for your letter of 19 November on behalf of your constituent [REDACTED] and his concerns regarding illegal cabs in London.

You can assure [REDACTED] that Transport for London (TfL), the police and I take the issue of toutting extremely seriously. Toutting poses a serious risk to the travelling public and undermines the legitimate and law-abiding taxi and private hire trades.

My Safer Travel at Night (STAN) initiative is a partnership between TfL, the Metropolitan Police Service (MPS) and the City of London Police (CoLP) which aims to make travelling in London safer. Toutting and associated problems are being addressed through its programme of activities including industry regulation and licensing, enforcement and education. These joint efforts have seen a reduction of over 40 per cent in cab-related sexual offences between 2002, when STAN began, and 2011.

TfL also funds 68 dedicated cab enforcement officers in the MPS Safer Transport Command (STC) and CoLP. These officers have been effective in targeting illegal touts, in clamping down on unsafe vehicles and other taxi and private hire offences across London, and in helping to investigate cab-related sexual offences and to bring offenders to justice. These officers work alongside TfL's enforcement and compliance officers to maximise the impact of cab enforcement activities across London, particularly at night, to deter, detect and disrupt illegal cab activity.

I am afraid I cannot agree with [REDACTED] claim that TfL and the police 'turn a blind eye' to unlawful plying for hire offences. TfL and police cab enforcement activities and tactics are intelligence led and kept under regular review to determine what is the most effective and appropriate action and/or sanction in given situations. At the current time the majority of toutting offences are dealt with under criminal proceedings including the financial investigation and confiscation of assets through the Proceeds of Crime Act. Toutting arrests are considered to be an essential part of the approach in London, given the links between toutting and more serious crime including rape and sexual assault. Arresting touts allows the police to take DNA samples from the suspects. The STC Cab Enforcement Unit alone has made over 300 arrests for toutting so far this year.

Direct telephone: 020 7983 4100 Fax: 020 7983 4057 Email: mayor@london.gov.uk

GREATER LONDON AUTHORITY

TfL and its police partners are always pushing for the strongest penalties for toutting and other cab-related offences. Licensed private hire drivers convicted or cautioned for toutting lose their TfL licence for a minimum of one year. Since the policy was introduced in August 2008, almost 1,000 drivers have had their licences revoked for toutting.

Despite this, we are not complacent, and it is for this reason that TfL set up an online toutting reporting tool to allow drivers such as [REDACTED] to report any concerns or information they have. Licensed and law abiding taxi and private hire drivers often have valuable intelligence that is used to inform both the STC's and TfL's enforcement activities to deal with toutting and other illegal cab activities. This tool is available at tfl.gov.uk/corporate/about-tfl/19382.aspx and I would encourage [REDACTED] to use it to report issues directly to TfL and the STC.

Turning to [REDACTED] comments about John Mason, the Director of London Taxi and Private Hire, I am sure that he, like me, will be very disappointed to hear that your constituent holds this view. John assures me that he has never intended to offend anyone in the way he describes and takes all trade matters and concerns very seriously. John would welcome the opportunity to talk to your constituent directly and demonstrate how seriously he and his team take such issues, as he does with many other cab drivers. Please let me know if your constituent would like to meet with John and his team to discuss his concerns directly.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London

GREATER LONDON AUTHORITY

Mayor's Office

Rt Hon Chris Grayling MP

Lord Chancellor, Secretary of State for Justice
Ministry of Justice
102 Petty France
London SW1H 9AJ

City Hall
The Queen's Walk
More London
London SE1 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk

Date:

14 DEC 2012

Dear Chris

Following our meeting on 13 November I thought it might be helpful if I set out the key points arising from our discussions and areas which I hope we can see progress on.

I am a strong supporter of Payment-by-Results and commend your 'rehabilitation revolution'. We discussed the importance of effective working across a range of agencies to tackle reoffending and I look forward to further details of the revised plans for commissioning. I hope that MOPAC will play a key role in any new framework for integrated offender management, including resettlement support for ex-offenders in London.

I am delighted we agreed, therefore, on the need for stronger agency coordination and the creation of a dedicated Director of Integrated Offender Management for London, who would be jointly appointed and funded by MOPAC. I have asked Helen Bailey, the Chief Operating Officer of MOPAC, to agree the details of this appointment with your officials so this role can be created quickly and the new director can start shaping commissioning plans for London.

We briefly touched on the sobriety pilot scheme and I am grateful for your support. As you know, the pilot is now enabled by legislation and is supported by the Metropolitan Police Commissioner and the Chief Executive of London Probation. I am strongly committed to starting a pilot in south London and would like to see this underway as soon as possible in the New Year. I hope that you can instruct your officials to work quickly on the roll-out and overcome any technical issues that have hampered progress to date.

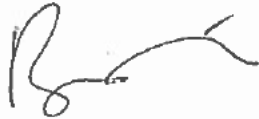
I welcome plans to review youth custody provision and MOPAC is keen to engage with your department on this matter. Stephen Greenhalgh, my Deputy Mayor for Policing and Crime, and I remain of the view that full devolution of London's YJB budgets to a single pot, overseen by MOPAC, is the best long-term solution. MOPAC made this case in response to the MoJ consultation on remand arrangements.

GREATER **LONDON** AUTHORITY

Stephen is separately exploring with the Cabinet Office the potential for a new Social Impact Bond to target youth crime in London. As these plans develop, I would be grateful for the support and involvement of the MoJ in helping to deliver a scheme that reduces crime and cuts costs on the criminal justice system.

I look forward to hearing from you.

Yours ever,



Boris Johnson
Mayor of London



15 JAN 2013

RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

14 January 2013

I am enclosing a copy of a message I have received from my constituent [REDACTED]
[REDACTED] about what seems to be a scam involving congestion charge
payments. I would be grateful if one of your team would take a look at it,
please, as I can certainly understand [REDACTED] concern over what happened.

With best wishes

LONDON OFFICE (for all correspondence) CONSTITUENCY OFFICE
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Email address: chris.grayling.mp@parliament.uk

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Our Ref: MGLA170113-6822

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Date:

28 FEB 2013

Dear Chris

Thank you for your letter of 14 January on behalf of your constituent [REDACTED] and his concerns about the website www.paylondoncongestion.com.

I fully understand [REDACTED] concerns and am advised that Transport for London (TfL) is aware of this site and has spoken with the site administrator and requested they cease taking payments. Regrettably, to date, they have failed to do so. The matter has now been passed to TfL's lawyers who are taking the appropriate action.

TfL has contacted Yahoo and Bing and the site has now been removed from their search engines. Searches for 'Congestion Charging', via these sites, now list the official TfL website at the top of the results. TfL is currently liaising with Google to have the site removed from their search results.

TfL will continue to deal with any complaints about the unofficial site on a case-by-case basis. However, I am confident that these steps serve to ensure that the vast majority of motorists wishing to pay the charge online will do so via the official TfL site.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London

GREATER LONDON AUTHORITY

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Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Date:

17 APR 2013

Dear Chris

Re: Rail devolution

As you are aware, I am arguing for rail devolution which will see Transport for London (TfL) take on greater responsibility for certain Southeastern and Greater Anglia services in the London area. This will allow us to deliver significant benefits for people using these services, including greater reliability, more trains, investment in station refurbishments, improved staffing, security and passenger information, gating and an extension of the Oyster system.

However, I am aware that some MPs serving constituencies outside the capital have expressed reservations about the impact these plans might have on their constituents. Therefore, I thought it would be useful to confirm my position on the main points and assure you personally that I would only be content for TfL to take responsibility for these routes if it was in the best interests of your constituents as well as people living in London.

First, it is important to note that the proposals concern do not concern in any way the Southern or South West Trains services that operate in your constituency. Nonetheless, the following information is provided with regard to the Greater Anglia and Southeastern routes that form part of the proposals, which I hope will be of reassurance.

Service frequency

Under the devolution proposals, the Mayor of London or TfL would have no more influence over longer-distance trains beyond Dartford, Sevenoaks and Cheshunt and their timetables than it does now. These trains would remain the responsibility of the Department for Transport (DfT) and the Train Operating Company it appoints to run these services. TfL would have no ability to add extra calling points (including within London), change the timings of these trains, or reduce their frequency.

Furthermore, the separation recognises that what is needed in Catford in terms of service simply is not the same as what is needed in Canterbury or Cambridge, and smaller companies are more likely to be able to focus on these different needs effectively. Both London and its surrounding counties will get a better deal and a better railway, and the new longer-distance franchises serving Kent and East Anglia will remain operationally viable.

GREATER LONDON AUTHORITY

Fares

TfL would not be able to change fares other than at Dartford and Dunton Green stations for which specific safeguards are outlined below. (The only other relevant station, Theobalds Grove, is already in zone 7). Fares at both stations would be the same or lower than currently.

Safeguards

A number of organisations, including the Office of Rail Regulation (ORR), offer existing guarantees to ensure TfL and I take full account of the interests of passengers living outside London:

- 'Mainline' services would be run by a separate operator, responsible to the DfT which would champion its franchise.
- Network Rail is the national organisation that determines timetables, allocating capacity to the many different operators all across the UK.
- The Independent ORR ensures that all train operators are treated fairly, so it would step in if the interests of the mainline operator were compromised in any way.
- London TravelWatch and Passenger Focus would also both look after passengers' interests.

I recognise that it is one thing for me to assert that TfL will not adversely affect longer-distance train services and fares, and another to ensure that this is the case in practice. That is why above and beyond this, I am determined to sign up to additional safeguards which would be made a 'condition of transfer' when the metro routes are devolved by the Secretary of State to the Mayor and TfL. The terms of transfer agreement ensures TfL consults with the Secretary of State and guarantees longer-distance services are not adversely affected.

This has been done previously and successfully in connection with the transfer of the former Silverlink Metro services (now London Overground) and also for future Crossrail services (both London Overground and Crossrail include some out boundary services). Ultimately, if the Secretary of State was dissatisfied with TfL's delivery of the devolved services, he would have the ability to remove them from me or any future Mayor. This provides the Secretary of State with a very wide discretion and ensures that TfL lives up to its commitments.

I strongly believe my proposals will lead to a better railway for passengers both within and outside London, and I have enclosed a summary for the case for devolution in London and some answers to frequently asked questions.

Whilst the Secretary of State's announcement on 26 March about the future of rail franchising of the National Rail network did not explicitly mention rail devolution the prospect is still very much alive. The announcement gives greater certainty for franchisees across the country and crucially leaves open the prospect of rail devolution and potentially simplifies the process. If the Transport Secretary agrees to my proposals, future transfer dates for the specific services can be readily written into the franchises with Southeastern and Greater Anglia whose extension or direct award will now be negotiated by DfT.

GREATER LONDON AUTHORITY

If you would be happy to do so, I suggest that you meet with Isabel Dedring, my Deputy Mayor for Transport, and Mike Brown, the Managing Director of London Underground and London Rail, at your earliest convenience to discuss these issues further. I will instruct my officers to be in touch soon to set this up. If you would like any further information in the meantime please contact either Isabel, at Isabel.dedring@london.gov.uk, or Mike at [REDACTED]

Yours ever,



Boris Johnson
Mayor of London

Enc.

Fact sheet: Rail devolution in London – effect on areas outside the Capital

Version: 10 April 2013

Background

The Mayor has made proposals for TfL to take over some 'metro' train routes in southeast and northeast London, to Dartford, Orpington, Sevenoaks, Hayes, Cheshunt, Enfield Town, and Chingford.

TfL would appoint a train operator to run these routes on its behalf. Meanwhile, a separate operator would run the longer distance 'mainline' routes, appointed by the Department for Transport (DfT), as now.

In London, the proposals would:

- Make the Mayor directly accountable to Londoners for the metro services, in line with the Government's localism agenda
- Allow investment of £24 million at almost 100 stations (68 on South Eastern and 25 on West Anglia), including refurbishment, more visible staffing, better CCTV and help points, and more use of ticket gates to cut fare evasion
- Allow two new off-peak train services: Bromley South – Victoria (via Catford) and Dartford – Victoria (via Eltham), providing a regular turn-up-and-go service at many more stations
- Ensure a better deal for taxpayers because the DfT's current method for contracting train operators based on requiring them to take 'revenue risk' is costly, and TfL could reduce subsidies and use these funds for improvements instead
- Allow TfL to let contracts paying the operator to run trains on time, improving reliability. Delays could be cut by between 10 and 20 per cent

There would also be some benefits for users of mainline services:

- Delays on mainline trains would also fall by up to 2% as they suffer less delays from metro routes
- The operator of mainline services would be able to focus more closely on longer distance passengers' needs, rather than being distracted by the complex demands of a large metro operation
- There would be greater scope for influence by stakeholders in other areas, as the areas served by the longer distance operators would be more closely aligned with existing political structures (for example County Councils)
- The longer distance operators would be, while still viable, smaller than currently. Smaller train operators generally provide better service quality
- Oyster would be available for the first time at some stations, particularly Sevenoaks and Dartford

TfL believes that a decision from Government is necessary during spring 2013, and if it is positive the first devolved services could run from May 2015.

The proposed structure has been carefully designed to avoid any adverse impacts on mainline services, and also to prevent TfL gaining influence over these services. The following 'frequently asked questions' address some common concerns.

Frequently asked questions

Q1. Won't it increase costs and complexity to have two operators instead of one?

No – in fact, the markets for metro and mainline services are very different. Metro trains carry high volumes of passengers over short distances, with very low average fares. Mainline trains carry people on longer journeys, with higher average fares per journey and more scope for discretionary travel. So it makes sense to appoint different companies to serve these different markets, allowing much more focus on the particular needs of their customers.

This model is commonplace on other routes – for example on services to Euston and King's Cross.

Both operators would remain substantial rail operations, and in any case the recent Brown Review found that smaller franchises are more attractive to the market. Smaller train operators also tend to provide better quality of service and be more responsive to passengers.

Q2. How do you know that TfL's service will be more reliable than now?

TfL would pay the train operator it appoints according to how reliable its trains are. This is better than the current arrangement, under which train operators pay less financial penalty for poor performance. So TfL would incentivise the operator to concentrate much more on running the trains on time than in current DfT franchises.

One of the causes of delays on mainline trains is being held up by metro services that are themselves running late. If TfL makes the metro services more reliable, mainline trains will benefit too.

Q3. What would stop the Mayor putting up fares for stations outside London?

The Mayor would only set fares at two extra stations in Kent (Dartford and Dunton Green), and one in Hertfordshire (Theobalds Grove, which is already in zone 7). TfL would publish a statement of its fares and fare changes at each of these stations, and would ensure that fares are the same or lower than currently. The Secretary of State would be able to instruct TfL to reduce fares if they exceeded the national cap. Oyster would be available at the stations in Kent for the first time.

Additionally, the separation of London routes will reduce the possibility of adverse impacts from fares regulation on Kent (and some East Sussex) commuters. The fares 'basket' for longer-distance Kent franchise will no longer have to include London Travelcard fares which typically used to increase less than Kent fares as a whole, thus meaning that Mainline and High Speed fares increased rather more to still allow the franchise as a whole to remain within the overall price cap.

Q4. How would the interests of passengers living outside London be safeguarded?

A number of organisations, including the Office of Rail Regulation (ORR), offer existing guarantees to ensure TfL take full account of the interests of passengers living outside London, TfL would have no ability to change unilaterally the frequency of these trains, add additional stops to mainline services (even in London), or extend journey times:

- Mainline services would be run by a separate operator, responsible to the DfT which would champion its franchise
- Network Rail is the national organisation that determines timetables, allocating capacity to the many different operators all across the UK
- The independent ORR ensures that all train operators are treated fairly, so it would step in if the interests of the mainline operator were compromised in any way
- London TravelWatch and Passenger Focus would also both look after passengers' interests

Above and beyond this, the Mayor is determined to sign up to additional safeguards which would be made a 'condition of transfer' when the metro routes are devolved by the Secretary of State to the Mayor and TfL. This has been done previously and successfully in connection with the transfer of the former Silverlink Metro services (now London Overground) to TfL and also for future Crossrail services (both London Overground and Crossrail include some out boundary services).

TfL would consult with the Secretary of State on the detailed service and timetable planning for the devolved services so as to:

- Ensure longer-distance services are not adversely affected
- Determine a fair and appropriate allocation of peak time pathways for the duration of the Thameslink programme works during which capacity will be particularly scarce

Additionally, the Mayor has committed to establish a joint board with neighbouring transport authorities (for example Kent and Hertfordshire County Councils) to consider proposals relating to the rail network.

Ultimately if the Secretary of State was dissatisfied with TfL's delivery of the devolved services, he has the ability to remove them from this Mayor or any other future Mayor, which provides the Secretary of State with a very wide discretion and ensures that TfL meets its commitments.

Q5. Could TfL's devolved responsibility be extended further beyond the London boundary in future?

There is no reason for this to happen, and TfL has no interest in pursuing it. It would require consent from Government, which would be very unlikely to be forthcoming.

Q6. Does the Government's announcement on the franchising programme affect rail devolution
The announcement gives greater certainty for franchisees across the country and crucially leaves open the prospect of rail devolution. If the Transport Secretary agrees to the Mayor's proposal, future transfer dates for the specific services can be readily written into the franchises with Southeastern and Greater Anglia whose extension or direct awarded will now be negotiated DfT.

Figure 1: Southeastern routes proposed for transfer

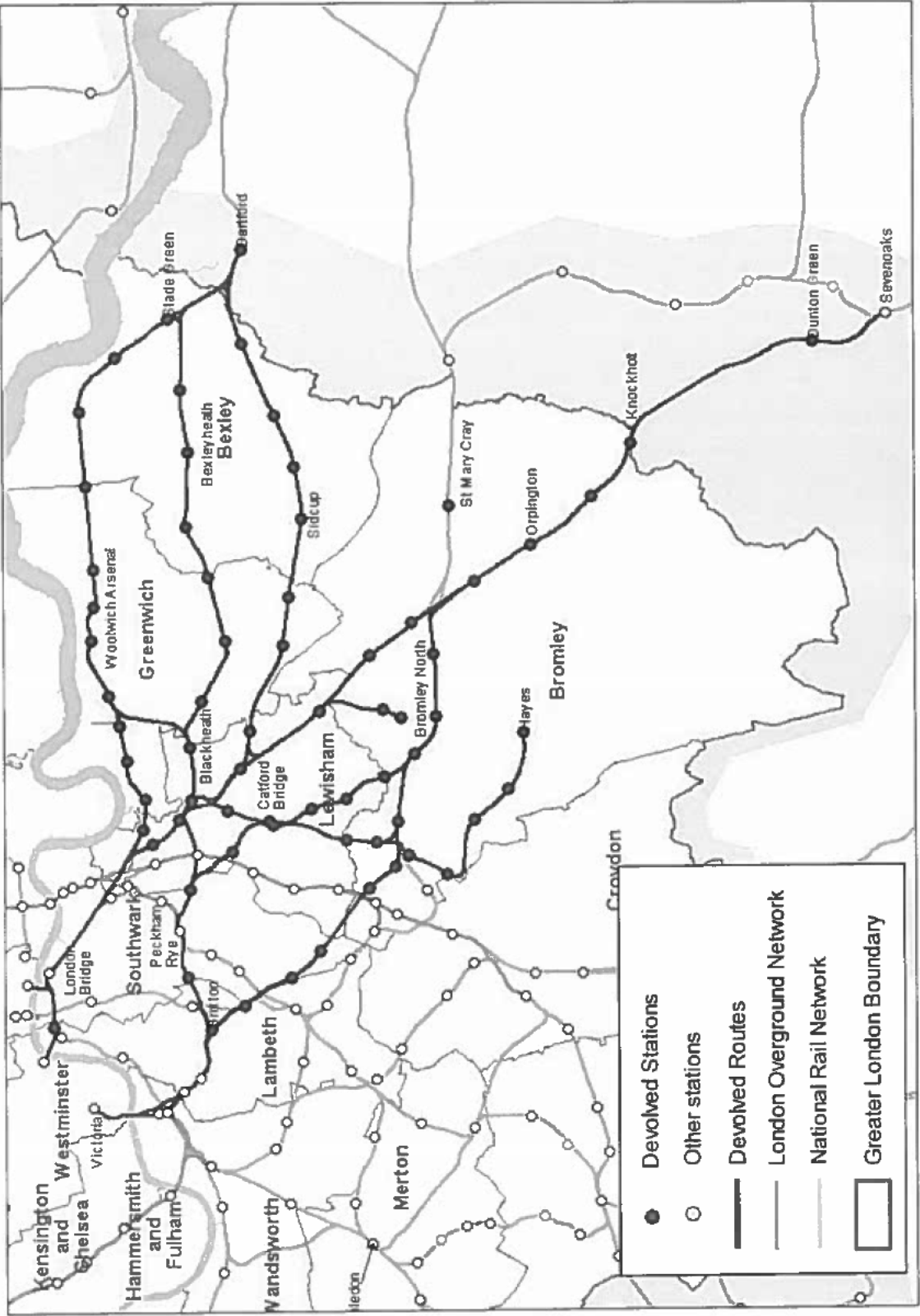
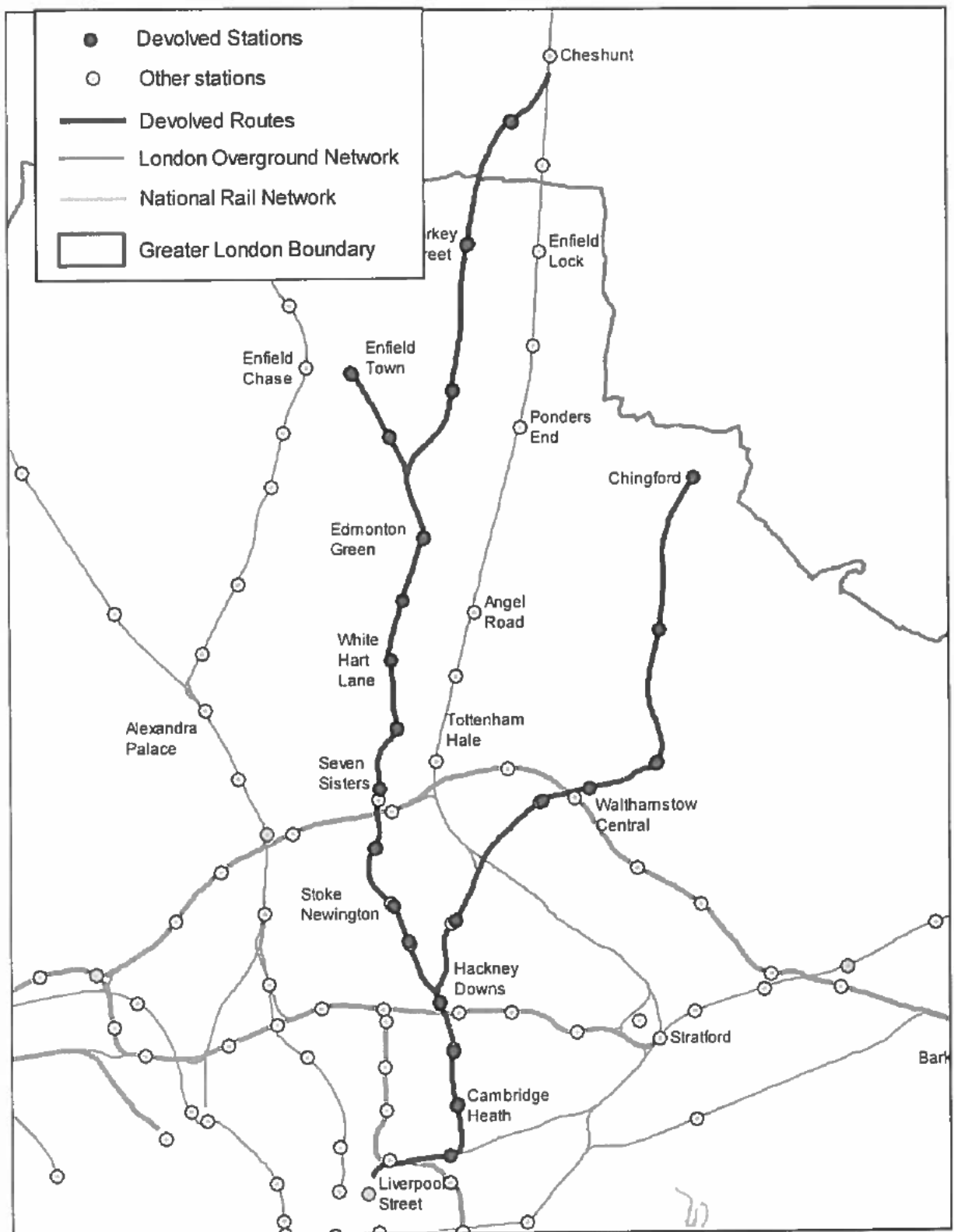


Figure 2: West Angliaroutes proposed for transfer





RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

25 APR 13

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

24 April 2013

Thank you for your letter of 17 April about the possibility of TfL taking on responsibility for a number rail services in the London area, but outside the Greater London boundary.

While I am generally a great supporter of what you are doing in London, I would not be in favour of changing the current arrangements – not because I have any fears over the immediate future, but because I would like to keep suburban rail services out of the clutches of any future Labour Mayor. Obviously, similar concerns apply over a future Labour government as well, but the continuation of the system we have at the moment does at least mean that MPs and local authorities from outside the London area would have a remit over train services in our areas, which I would not like us to lose. I'm afraid we will have to agree to disagree over this one.

With best wishes

LONDON OFFICE (for all correspondence) CONSTITUENCY OFFICE
Telephone: 020 7219 8194 Telephone: 01372 271036
Email address: chris.grayling.mp@parliament.uk



15 FEB 2013

RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
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SW1A 0AA

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

11 February 2013

I am regularly contacted by constituents about the Night Bus Service, which currently stops just short of the Surrey boundary at North Cheam. There seems some logic in extending the service to Epsom, which is the terminus for suburban train services. I was wondering whether this is something that TfL has given any consideration to recently, and if so, what steps would be needed for the service to be extended in this way?

I would be grateful for your thoughts, please.

With best wishes

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Web: www.london.gov.uk

Our Ref: MGLA200213-9728

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Date:

17 APR 2013

Dear Chris

Thank you for your letter of 11 February about the potential for night bus services to Epsom.

I asked Transport for London (TfL) to investigate this matter. TfL does support a number of cross boundary bus services to Epsom, including the 166, 293, 406 and 418 during the day and evening. In response to your proposal, TfL looked at two options for a night bus service to Epsom.

First, as you suggested, TfL considered the extension of the night operation of route 93 from North Cheam to Epsom, along the route of the 293 day service. The cost of operating this extension at the current frequency would be £70,000 per year. In order to meet TfL's cost-benefit criteria and demonstrate the service is delivering value for money, an average of 400 additional passengers a week would need to use the night service and a subsidy of approximately £50,000 per year would be needed. To determine whether the route has sufficient demand, TfL used the nearby bus route 213 as a comparison. This route also runs every 30 minutes at night. From this, TfL estimated that the usage of the route between North Cheam and Epsom at night would be around one per cent of the usage during the day. As the section of route 293 between North Cheam and Epsom carries on average 14,800 passengers a week, TfL estimates that the extension of route 93 would result in an additional 180 passengers per week. As such, the current estimated demand for a night bus is too low to justify the cost of TfL providing it.

Secondly, TfL also considered the cost of operating a night service following the 406 or 418 route at a frequency of one bus every 30 minutes. Together, these routes to Kingston carry significantly more passengers than route 293 during the day and form the busiest bus corridor into Epsom. As a result, TfL anticipates that night demand is likely to be highest on this particular corridor. The cost of providing this service would be around £200,000 per year. In order to meet the cost-benefit criteria, an average of 1,350 passengers a week would need to use the night service. Using bus route 213 as a comparison again, TfL has estimated that the night service would be used by approximately 500 passengers a week, as routes 406 and 418 carry on average about 43,400 passengers a week between them. As such, I am afraid the estimated demand on this particular corridor is also too low to justify the cost of providing it.

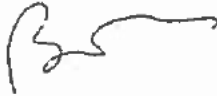
Direct telephone: 020 7983 4100 Fax: 020 7983 4057 Email: mayor@london.gov.uk

GREATER LONDON AUTHORITY

However, TfL does keep the development of the bus route network under regular review and these proposals, along with others, will be kept under consideration. Should you wish to discuss this further, please contact John Barry, Head of Network Development, London Buses, Surface Transport on 020 3054 [REDACTED] or by email at [REDACTED]

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London



Ministry of JUSTICE

**The Right Honourable
Chris Grayling MP**
Lord Chancellor and
Secretary of State for Justice
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Our Ref: 338962

28 February 2013

LONDON SOBRIETY PILOT

Following the discussions you and I had in November, the Home Secretary and I have had the opportunity to further consider the establishment of a compulsory sobriety pilot under section 76 and 77 of the Legal Aid, Sentencing and Punishment of Offenders (LASPO) Act 2012 ("the 2012 Act").

I know that you are keen to make swift headway in establishing the London pilot and I am aware that the Deputy Mayor for Policing and Crime has recently written to the Minister for Policing and Criminal Justice questioning the pace of progress.

I do not want to hamper you in your endeavours and recognise the potential benefits of such a scheme. However, given the significant pressures on my budget this year and next, I am not in a position to fund any elements of the London sobriety pilot at this time.

In light of your manifesto commitments on sobriety and your clear wish to move this forward at speed, the Home Secretary and I are prepared to allow you to fund and mobilise a London proof of concept pilot, including procuring any equipment or services required to monitor alcohol abstinence. This would engage your clear strength in working with local London partners, including Probation and Courts, to get the pilot underway.

Under the 2012 Act, I am required to make the commencement order for any pilot and to specify, by order, the arrangements for monitoring. I would need to be content with the London pilot arrangements before I was able to do so.

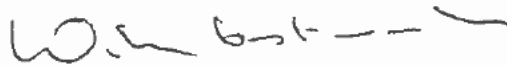
With regards to your procurement of the monitoring equipment and services for the pilot, I would need your legal team to confirm that you have the legal power to procure monitoring services from private contractors and enter into a contract with me for the purposes of this pilot. I would also need assurances that the processes you used to procure any equipment or services associated with monitoring alcohol

abstinence complied with the Public Contracts Regulations 2006 and were open, fair and non discriminatory. I would need to be satisfied that your pilot was ready to proceed prior to making the order.

You and I would also need to agree how data from the pilot is to be collected, analysed and used to ensure a reliable and accurate presentation of any statistical information. Provided you agree, I will ask my officials to advise your team of the specific parameters they need to work within to design and mobilise a pilot that I am likely to be in a position to commence when the time comes.

I look forward to hearing from you, particularly about whether your powers are sufficient to procure monitoring services and contract with me. For the purpose of timetabling the drafting of the secondary legislation, I would be grateful to know your proposed timetable for mobilising the London pilot, including any procurement exercise you intend to run.

I am copying this letter to the Home Secretary and the Minister for Policing and Criminal Justice



CHRIS GRAYLING

GREATER LONDON AUTHORITY

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Rt Hon Chris Grayling MP
Lord Chancellor and Secretary of State for Justice
Ministry of Justice
102 Petty France
London SW1H 9AJ

Our ref: MGLA010313-0598

Date:

29 APR 2013

Dear Chris

Thank you for your letter of 28 February regarding the compulsory sobriety pilot for London. I was very pleased to hear that you have cleared the way for the Mayor's Office for Policing And Crime (MOPAC) to work with Government to develop this important pilot.

The detailed requests for information outlined in your letter will be sent to you by MOPAC in due course. However, in the meantime I can assure you that MOPAC has the necessary legal power to procure monitoring services from private contractors and to enter into a contract with you for the purposes of the pilot.

I am keen to move forward with the pilot and have every confidence that my team will develop the programme to our mutual satisfaction. I would like this to commence in the autumn and, consequently, MOPAC is aiming for the procurement process to begin in the summer. The timetable will become clearer as our officials work together and I will ensure that you are made aware of any significant changes to our plans.

Thank you again for your support.

Yours ever,



Boris Johnson
Mayor of London



KC
RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

17 JUN 13

Boris Johnson
Mayor of London
City Hall
The Queen's Walk
London SE1 2AA

13 June 2013

I was wondering if your transport team has been in a position to give any further thought to the ongoing congestion issues at the junction of the A243 and B280 in Malden Rushett, which falls just outside the Epsom and Ewell constituency. You may remember that we were last in touch about this back in 2010, and you indicated then that TfL were aware of the problem, though could not commit to any work to ease things at that stage.

The issue remains a considerable local irritant on both sides of the London boundary, particularly in summer, with so many visitors using the A243 to reach Chessington World of Adventures. I would be very grateful if one of your transport team would let me know if there are any plans in the pipeline to deal with the problem.

With best wishes

LONDON OFFICE (for all correspondence) CONSTITUENCY OFFICE
Telephone: 020 7219 8194 Telephone: 01372 271036
Email address: chris.grayling.mp@parliament.uk

MAYOR OF LONDON

Rt. Hon. Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA190613-9336

Date: 16 JUL 2013

Dear Chris

Thank you for your further letter of 13 June about delays at the junction of Malden Rushett.

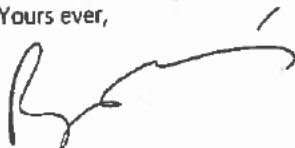
Since my last letter to you in 2010, Transport for London (TfL) has made progress on identifying options to improve the junction, which is part of the TfL Road Network. Current proposals to address capacity issues will address the right-turn collision risk and improve road safety by providing a controlled pedestrian crossing over Fair Oak Lane.

Contractors also started ground investigation works on 24 June. I enclose a copy of TfL's notice to the residents which was sent out on 12 June. This work will inform the development of the design.

As you may be aware, TfL launched a public consultation on the proposals on 5 July and I would welcome your comments. The consultation can be found at: consultations.tfl.gov.uk/streets/malden-rushett. Please feel free to share this link with your constituents as we welcome all feedback. You may also wish to publicise the Drop in Session which will be held at the Chessington Nurseries Garden Centre on Thursday 18 July from 14:00 to 19:00.

Subject to the results, TfL anticipates to start implementing the main works in early 2014.

Yours ever,



Boris Johnson
Mayor of London

Enc.

12 June 2013

Consultation Delivery Team
Surface Planning
Transport for London
Freepost, RRZL-CUSK-AAEE,
11th Floor, Zone G8, Palestra
197 Blackfriars Road
London SE1 8NJ

STC-0000000000000000

Dear Sir/Madam,

Intersection Improvement Scheme – Investigatory and Enabling Works

Transport for London (TfL) has appointed EnterpriseMouchel to undertake investigatory works in the vicinity of the A243 Leatherhead Road at the junction with the B280 Rushett Lane in Chessington. The works area is shown on the attached map.

At present the junction of Leatherhead Road and Rushett Lane suffers from considerable traffic congestion. The investigatory works will enable design works for improvements to be progressed, aimed at improving the functionality and safety of the junction and relieving traffic congestion. Any improvements that are eventually proposed as a result will be subject to consultation before a decision to implement is taken.

The works will start on **24 June 2013** until the **end of August** or until the work is completed. The work will take place between the hours of **08:00 to 16:30** Monday to Saturday.

As with all works on the Transport for London Road Network, we must balance possible disruption to residents with disruption to traffic.

There are no traffic diversions or lane closures planned for the investigatory and enabling works. Construction vehicles will be required to enter and exit works areas adjacent to Leatherhead Road and Rushett Lane. Movements for larger vehicles shall require short term traffic management to ensure safe working. Any traffic delays are expected to be less than 60 seconds at any one time.

All works will be completed during daytime hours. Working during in the day for these particular works provides us with the best chance to complete the investigations as quickly as possible with as little disruption as possible. Noisy

MAYOR OF LONDON

operations shall be completed in short durations, but we should explain that vehicle reversing warning beepers are essential safety devices to protect operatives.

Keeping London moving

Transport for London is firmly committed to minimising disruption. We have worked closely with our contractor, EnterpriseMouchel, and the Royal Borough of Kingston upon Thames in order to reduce the impact of these works on road users, local residents and businesses as far as possible.

I hope you will appreciate that a certain level of disruption is inevitable, and I apologise in advance for any inconvenience that may be caused as a result of these essential works. Should you require further information or an update during the delivery of these works please contact our Streets Customer Services department on 0845 305 1234 or via the web at www.tfl.gov.uk/contact.

Yours faithfully,

M Constantinou

Mario Constantinou
Consultation Delivery Officer



www.tfl.gov.uk - Working to deliver a world class Transport & Road Network system for a world class city.



DIGITAL MAP DATA
(C) COLLINS BARTHOLOMEW LTD (2013)

MAYOR OF LONDON

Rt Hon Chris Grayling MP

Secretary of State for Justice and Lord Chancellor
Ministry of Justice
102 Petty France
London SW1H 9AJ

Date: 29 AUG 2013

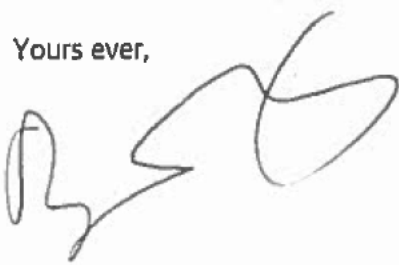
Dear Chris

Following a request from your officials, I am writing to express my approval of and support for the London Pensions Fund Authority's application to be the single LGPS provider for the Ministry of Justice Transforming Rehabilitation Programme.

The action is consistent with both the LPFA's strategic policy statement which I approved earlier this year and the general case for greater efficiency in the LGPS through the pooling of funds under management.

I am confident that the LPFA has the resources, governance structure and expertise to effectively manage the relevant funds and deliver excellent service to the scheme members.

Yours ever,



Boris Johnson
Mayor of London



Ministry
of Justice

30 SEP 13

KC
The Right Honourable
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Lord Chancellor and
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Boris Johnson
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City Hall
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24 September 2013

LONDON PENSION FUND AUTHORITY

Thank you for your letter of 29 August endorsing London Pension Fund Authority's (LPFA) application to be the single Local Government Pension Scheme provider for all probation pensions. I am sorry for the delay in providing you with a response.

We have now completed a robust and thorough assessment of all the applications to host the single pension fund and, although the bid from LPFA had a number of strengths, we have decided to appoint the Greater Manchester Pension Fund to be our preferred bidder.

CHRIS GRAYLING

MAYOR OF LONDON

Rt Hon Chris Grayling MP
Justice Secretary
Ministry of Justice
102 Petty France
London SW1H 9AJ

Date: 02 OCT 2013

Dear Chris

Victims Funding Allocations

I was very disappointed to learn that London appears to have been severely disadvantaged in the way your department is proposing to allocate victims funding. The Mayor's Office for Policing And Crime (MOPAC) is preparing for the important and welcome devolution of responsibility for victims' services by mapping the current expenditure and provision and building its own commissioning capacity.

However by allocating the share of victim funding for local areas based solely on a crude population estimate, the funding formula discounts the many factors that create for higher demand for victims' services in London, including a large foreign and non-resident population, a more complex crime profile, a greater need for referral to specialist services and an above-average crime rate.

I am disappointed that the allocation has not been more intelligently crafted, because there is now a real risk that funding levels will not match demand in London and consequently witnesses and victims will be short-changed. We estimate this proposal could lead to a shortfall in funding of between £3-5 million, which is not something I could support. My Deputy Mayor for Policing and Crime, Stephen Greenhalgh, has made strong representations to Helen Grant, but has now received a reply confirming that your Department still plans to allocate funding on a population based formula. Therefore, I wanted to put on record my deep concern about this approach and I would urge you to reconsider this matter.

For this and other reasons, I believe it would be beneficial to fix a formal meeting. In addition to victims funding, I would like to discuss how London's needs can be properly reflected in the new provider arrangements for probation, and also your welcome plans to explore options for a redevelopment of the Feltham prison site to ensure more modern capacity and better resettlement.

Yours ever,



Boris Johnson
Mayor of London



Ministry
of Justice

Boris Johnson
Mayor of London
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Our ref: 000425

The Right Honourable
Chris Grayling MP
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28 October 2013

VICTIMS' FUNDING ALLOCATIONS

Thank you for your letter of 2 October regarding the funding allocations for the local commissioning of victims' services.

I appreciate your concerns with the population based funding formula that has been developed in order to allocate funding to Police and Crime Commissioners so they can commission victims' services.

I would like to assure you that alternatives were considered in the development of the formula. However the reason that a population based formula is being used is because it is a simple and transparent method for allocating these funds. The relatively low variation in area population levels year on year also means these proportions should remain relatively stable.

The decision to use a population based formula was made after work by my officials which considered some of the different factors referred to in your letter, primarily crime data. Using only population data however creates a simple formula which avoids the considerable limitations of the available crime and victimisation data sources when considered for this purpose.

You will be aware that the Ministry of Justice is intending to make more money than ever before available for services to support victims of crime. Changes to the Victim Surcharge and increased Penalty Notices for Disorder and motoring Fixed Penalty Notices will provide more funding for victims' services. Should the aimed increase in funding be raised through these provisions, it has the potential to increase MoJ's current spending of around £50m on support provision. It should be noted that, should this increase in budget be achieved, all PCC areas including London will be receiving more money than is currently spent on victims' services, with PCCs being able to decide on the best use of available funds in their area.

I would be happy to meet with you to discuss this and the other matters you refer to in your letter. Please contact my office to arrange a mutually convenient date and time.

W. L. but - h



CHRIS GRAYLING

MAYOR OF LONDON

Rt Hon Chris Grayling MP

Secretary of State for Justice and Lord Chancellor
Ministry of Justice
102 Petty France
London SW1H 9AJ

Date: **16 JAN 2014**

Dear Chris

Thank you for meeting with Stephen Greenhalgh, my Deputy Mayor for Policing and Crime, and me on 8 January. We welcomed the opportunity to discuss a number of key criminal justice issues for London.

With regards to victims' funding, the Deputy Mayor and I set out the case for increased funding for victims in London. Whilst we recognised that the total pot for victims' services is increasing nationally, our view remains that London does not get an uplift that is commensurate to its needs. We proposed that this could be addressed through a 'capital city grant' which would account for our particular circumstances and help to ensure we can deliver the premium service that victims in London need.

Whilst it was disappointing that you were not willing immediately to amend the current allocation, I am, however very appreciative of your commitment to provide London with a 'victims top up', to 'tip the balance back in our favour' as you described it, should additional funding be raised from the receipted element over and above the Ministry of Justices' estimates. You outlined that additional funding was likely due to cautious assumptions in financial modelling and that the final figures would be known early in the next financial year. We agreed that our officials would work closely on this over the coming months in order to provide MOPAC with estimates by April.

We also discussed Transforming Rehabilitation. Whilst I expressed my support for the overall intentions of the reforms, I shared some of the concerns articulated by colleagues on the London Crime Reduction Board about how the reforms would play out in London. We outlined that to ensure that the new model is focused on effective resettlement and a reduction in reoffending, it is critical for the new Community Rehabilitation Company to engage with boroughs across London, reflect Mayoral priorities in their service offering, and commit to integrating services at the local level.

MAYOR OF LONDON

You very helpfully set out that you recognised MOPAC as an important strategic partner in Transforming Rehabilitation in London. You agreed that a London advisory group should be formalised to enable MOPAC and other London partners (including Local Authorities) to play a role in tender evaluation. We also discussed partnership working and account management when the contract has been awarded and the new provider commences. We agreed that our officials should work together to ensure proper London governance and oversight including the membership of key officials on my London Crime Reduction Board.

We also touched on the Alcohol Abstinence Monitoring Requirement (AAMR) pilot during the meeting. I am pleased that Ministry of Justice and MOPAC officials have been working together to develop this and that MOPAC are now ready to commence procurement of services to deliver the AAMR in a proof-of-concept pilot in South London. I welcomed your offer of assistance to progress the pilot and your support to sign the piloting order in March in order that the pilot can go live in May 2014. I will be formally writing to you on this point in the next few weeks.

At the end of the meeting, we discussed the option for London to lead a future expanded trial of electronic monitoring, possibly in early 2015 and I am happy to restate our enthusiasm to be involved in planning for this.

Thank you again for a productive meeting and I hope that we can look forward to having even better news on London's funding for victim services by October 2014 when we assume our commissioning duties.

Yours ever,



Boris Johnson
Mayor of London



Ministry
of Justice

Boris Johnson
Mayor of London
City Hall
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Our ref: 4896

**The Right Honourable
Chris Grayling MP**
Lord Chancellor and
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25 February 2014

Thank you for your letter of 16 January. I agree the meeting on 8 January was very productive and enabled us to have a constructive discussion on a wide range of issues affecting London.

In relation to our discussion on victims' services commissioning, Damian Green has today announced a further fund of up to £12 million for Police Crime Commissioners (PCCs) for victims' services in 2014-15 through a Competed Fund. The Competed Fund will give all PCCs, including MOPAC, an opportunity to demonstrate their need for further funding in order to support the priority categories of victims as defined in the Victims' Code: victims of serious crime, persistently targeted victims and most vulnerable victims. The funding will be made available on a one-off basis for 2014-15 only. It is too early to assess whether receipts from offenders might mean that there is extra funding available for 2015-16, but I have asked my officials to keep your office updated on this.

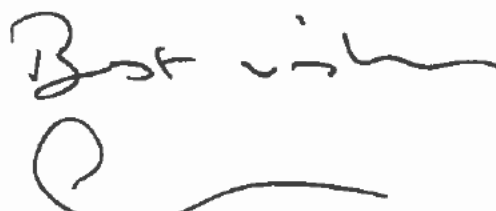
I am grateful for your support on our critical Transforming Rehabilitation reforms and note the concerns of the London Crime Reduction Board. I agree that engagement with local authorities and MOPAC is essential and Antonia Romeo's letter to Helen Bailey of 10 December acknowledged this. I know the local competition team has worked closely with MOPAC and London Councils to organise a series of market engagement events, which I understand have received positive feedback from those organisations looking to bid to deliver services in the capital as well as officials from MOPAC and London Councils. The formulation of a London Advisory Group which we envisage being in place, with agreed terms of reference and membership, by the end of February is another positive step forward.

It is important that we continue to work closely on this important agenda, and I understand your officials are meeting with Antonia Romeo on 24 February. Our local Competition Team Leader, Martin Blake will be attending the new Reducing

Reoffending Board, and joining Lucy Bogue on the London Crime Reduction Board (LCRB) Delivery Management Group. I feel that this, together with MoJ's attendance at the quarterly LCRB meeting, will provide us with good understanding of London-specific issues and a strong platform to continue our engagement with you going forward.

With regard to the Alcohol Abstinence Monitoring (AAMR) pilots, as you noted, my officials are working closely with yours to finalise the necessary details to enable you to run the pilot. I look forward to your letter setting out in detail how you will meet the assurances and risk management controls we need put in place to make the pilot a success.

Finally, I am grateful for your commitment to be involved in the planning of a possible future expanded trial of electronic monitoring and I will ask my officials to explore this in more detail with yours.


CHRIS GRAYLING



MAYOR OF LONDON

Rt Hon Chris Grayling MP
Secretary of State for Justice and Lord Chancellor
Ministry of Justice
102 Petty France
London SW1H 9AJ

Our Ref: MGLA250214-0044

Date:

10 MAR 2014

Dear Chris

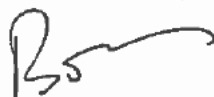
Victims' Funding

Thank you for your letter of 25 February confirming that the Ministry of Justice has created a further fund of up to £12 million for PCCs for victims' services in 2014-15.

I am grateful that you have listened to our concerns and ensured that there is an opportunity for London's victims to get the extra funding that they need. As I said in our phone call, I have asked MOPAC to put together an urgent bid to the Competed Fund.

I also appreciate your comments on electronic monitoring, as well as the Alcohol Abstinence Monitoring Requirement (AAMR) pilot. With regards to the latter, MOPAC officers have received the data security requirements from Ministry of Justice colleagues and are now in the position to finalise the AAMR specifications. I will write to you under separate cover, setting out the assurances to which you refer.

Yours ever,



Boris Johnson
Mayor of London

MAYOR OF LONDON

Rt Hon Chris Grayling MP

Secretary of State for Justice and Lord Chancellor
Ministry of Justice
102 Petty France
London SW1H 9AJ

Date: 26 MAR 2014

Dear Chris

Following our productive meeting with Stephen Greenhalgh, my Deputy Mayor for Policing and Crime, on the 8 January I am writing to confirm MOPAC's readiness to procure services to deliver the Alcohol Abstinence Monitoring Requirement (AAMR).

Previous correspondence, and more recently your letter of the 25 February, advised that you are required to be content with our arrangements for the procurement and delivery of our pilot before making the commencement order and specifying by separate order the arrangements for monitoring offenders subject to an AAMR. Ministry of Justice (MoJ) officials confirmed that in actual terms this means three things:

1. local partners are fully engaged in the pilot;
2. MoJ officials are reassured that MOPAC have the necessary powers to procure; and
3. the specifications being developed meet the needs of a pilot of this type.

We have developed the AAMR functional specification including process maps, data and technical requirements for the transdermal tags and these are now complete and have been approved by partners and MoJ officials.

Marie Snelling, Director of IOM, Programmes and Neighbourhoods at MOPAC, has written to your Deputy Director of Sentencing, Martin Jones, detailing our compliance with each of the three points above.

I would be very grateful for your assurances that the two statutory instruments which will be required to bring the pilot into force will be ready in time for the pilot to start in June 2014.

Thank you again for your continued support with the compulsory sobriety pilot.

Yours ever,



Boris Johnson
Mayor of London



Ministry
of Justice

04 APR 2014

KL
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Boris Johnson,
Mayor of London,
City Hall,
London,
SE1 2AA
Our ref: 7888

2 April 2014

2 Boris

AAMR PILOT

Thank you for your letter of 26 March confirming that MOPAC is ready to procure the necessary services to deliver the Alcohol Abstinence and Monitoring Requirement pilot in the South London Justice Area.

My officials have been working closely with MOPAC to ensure that they are content that my three requirements have been met, namely that you have the powers to procure; that local partners are involved and engaged in the pilot; and that the specifications developed by MOPAC meet the needs for a pilot of this type. Detailed letters setting out how MOPAC will meet these requirements have been exchanged between Marie Snelling of MOPAC and Martin Jones from MOJ.

Given that MOPAC has demonstrated how it will meet the requirements, I can confirm that I am happy to lay the necessary Statutory Instruments in Parliament to enable the pilot to come into force in June 2014. My officials and yours will continue to work together to ensure that there is a common understanding of the timetable you are working towards.

With best wishes

CHRIS GRAYLING



Boris Johnson
Mayor of London
City Hall, The Queen's Walk
More London
London SE1 2AA

07 MAR 2014

RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

4 March 2014

I am enclosing a copy of a message I have had from my constituent [REDACTED]
[REDACTED] about tube station ticket offices. I would be grateful for your comments
please on the points he has raised.

With best wishes

LONDON OFFICE (for all correspondence)

Telephone: 020 7219 8194

Email address: chris.grayling.mp@parliament.uk

CONSTITUENCY OFFICE

Telephone: 01372 271036

MAYOR OF LONDON

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA100314-0972

Date: **07 APR 2014**

Dear Chris

Thank you for your letter of 4 March on behalf of your constituent [REDACTED]

We all bore witness to the exceptional standards of customer service during the London 2012 Games and it is right that London Underground (LU) continues this legacy. The Tube's customers expect more. That is why I am protecting frontline services while keeping investment going and keeping fares as low as possible by focusing on efficiency and driving down costs. The vision for the future of the Tube announced in November made clear my and LU's commitments in these areas and also confirmed the introduction of a new 24-hour Tube service at weekends from 2015 to support London's vibrant night-time economy, boosting business and jobs.

Unlike many other metros around the world and many parts of the National Rail network in this country, all LU stations have staff on duty when trains are running and this will continue in the future. The proposals will see more staff visible and available in public areas where Tube customers need and want them most – not remote, behind panes of glass in ticket offices, but out in ticket halls, at ticket machines and on the platforms. They will be able to help customers buy the right ticket and plan their journeys.

I am happy to reassure [REDACTED] that a senior railcard can already be put onto an Oyster card at ticket machines and these will have even more features to assist customers in future. Indeed, stations will benefit from new and improved ticket machines that will be able to fulfil functions currently only possible within ticket offices. For example, any member of staff will be able to resolve Oyster journey discrepancies on the spot. As such, passengers will be able to complete a wider range of transactions at the new ticket machines and staff will be available to help them use the machine if needed.

There will also be easier ways to pay, more personalised information and online services optimised for use 'on the move'. LU will expand Wi-Fi coverage to all Tube stations and introduce contactless bank card payment to make things more convenient.

The current "turn up and go" assistance service for disabled and visually impaired passengers, and the disability training given to staff, will continue. LU will continue to prioritise personal assistance for those who need help.

MAYOR OF LONDON

As you may know, there are intensive talks currently underway with trades unions to examine these proposals in detail, during which time they have committed to suspend any further industrial action; and, as was always intended as part of the formal consultation, there will be a review, station by station, of the proposals. LU has previously made a commitment to staff that no compulsory redundancies will be made and there will be a job for everyone at LU who wants to continue working and is willing to embrace change.

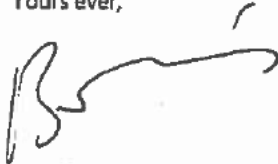
Of course, LU will also continue to engage with stakeholders and Londoners to listen carefully to any concerns or issues they might raise, to inform the changes that will eventually take place in 2015. This is what it has been doing continuously since last autumn.

There is no change to my clear commitment to Londoners that their Tube journeys will remain safe and secure and that Tube stations will be controlled and staffed while services are operating. I would simply not sanction any proposals that had any detrimental effect on safety and nor would Mike Brown, LU's Managing Director.

The Tube is today carrying more people, more reliably and more safely than ever before, with customer satisfaction at a record high and crime at an all-time low. LU's proposals – which recent research showed to have the clear support of Londoners – represent a fantastic opportunity to build on that and modernise the Tube. I am very confident that everyone shares that objective and that the detailed discussions now underway again will enable us to take the opportunity.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London

MAYOR OF LONDON

Rt Hon Chris Grayling MP

Justice Secretary
Ministry of Justice
102 Petty France
London SW1H 9AJ

Date: **24 JUL 2014**

Dear Chris

I am becoming increasingly concerned about the issue of radicalisation in prisons and I would welcome your views on how we can tackle this growing risk.

As Mayor of London, I am given regular briefings by the Metropolitan Police Service on the terrorism threat in London. I have received repeated representations about the risk of people becoming radicalised in prisons by those self-same dangerous individuals who the police have successfully caught and prosecuted for terrorist offences. I understand that neither the Prime Minister's extremism task force which reported in December 2013, nor wider government policies (for example, the work of the Home Office-chaired police counter-terrorist board on which the Deputy Mayor for Policing and Crime, Stephen Greenhalgh sits), appear to offer the sort of solutions that could have any meaningful impact.

Whilst recognising the difficult demands placed on prisons and their staff, it is worrying that the public estate exacerbates some of the very threat which our police and security services are working so hard to reduce.

I would be grateful if you could detail the steps you are taking to ensure that this dangerous practice is being stamped out and would welcome your assurances that this issue is being afforded the attention that is needed by your Department.

Yours ever,



Boris Johnson
Mayor of London



Ministry
of Justice

Boris Johnson
Mayor of London
Greater London Authority
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01 AUG 14

Our ref: 12491

The Right Honourable
Chris Grayling MP

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25 July 2014

D. Bono

GLOBAL LAW SUMMIT

I am writing to you to request your participation in the Global Law Summit, which will be held in London from 23 to 25 February next year.

The Summit will mark the anniversary of the sealing of Magna Carta by exploring how, to this day, its values offer solutions to achieving commercial, political and social goals. It is being organised in partnership with the City of London Corporation, CityUK and City of London Law Society as well as the Law Societies and Bar Councils representing the UK jurisdictions. The emerging programme is arranged under four themes:

Driving economic growth through the Rule of Law

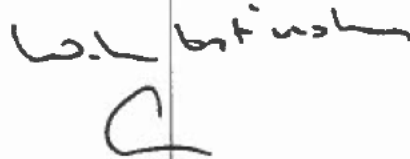
The role of law in the 21st century business environment

Magna Carta values in the modern world

The role of law in building a strong and prosperous society

A series of plenary sessions, seminars and debates under these themes will be led by partner organisations and UK legal firms, overwhelmingly those based in London. We recognise there is strong competition to our legal services, especially from New York and Singapore, and it is important to promote what is one of the UK's most competitive service sectors to a high-profile international audience. This should be an ideal opportunity for overseas business to meet our law firms and make connections that are beneficial to London and the UK economy. Given the importance of law for the continuing success of London as a destination and partner of choice for professional services, it is vital that we continue to make the case for customers from around the world to use our outstanding services.

Sir David Woolton and Henry Bellingham MP co-chair the board overseeing development of the Summit. They, and I, would welcome your participation in this event, and in particular are keen for you to take a leading role in one or more of the sessions which make up the Summit programme. If you are content, I will ask the team under Sir David and Henry, as well as my officials here, to work with yours to craft a suitable speaking role.

A handwritten signature in black ink, appearing to read 'C. Grayling', with a large, stylized 'C' as the first letter.

CHRIS GRAYLING

MAYOR OF LONDON

Rt Hon Chris Grayling MP
Lord Chancellor and Secretary of State for Justice
102 Petty France
London SW1H 9AJ

Our ref: MGLA070814-4076

Date: 26 AUG 2014

Dear Chris

Thank you for your letter of 29 July kindly inviting me to speak at the Global Law Summit, taking place on 23 to 25 February 2015.

I am so sorry but, much as I am very grateful for the invitation, unfortunately it is not possible for me to accept on this occasion as my diary is already filling up with engagements in February.

However, if you don't mind, I would like Kit Malthouse AM, my Deputy Mayor for Business and Enterprise, to represent me at the event. If this is acceptable to you, please ask Sir David and Henry's team to contact his Executive PA, [REDACTED] or by email at [REDACTED] to make the necessary arrangements.

I hope that the event is a fantastic success and would like to take this opportunity to extend my warmest good wishes to all connected with the event.

Yours ever,



Boris Johnson
Mayor of London



Ministry
of Justice

The Right Honourable
Chris Grayling MP

Lord Chancellor and
Secretary of State for Justice
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March 2015

GLOBAL LAW SUMMIT, 23-25 FEBRUARY 2015, LONDON

I would like to convey my sincere thanks for your contribution to the Global Law Summit. The Summit was a resounding success that was attended by 2,300 delegates from over 110 countries, including over 90 Justice Ministers and Attorneys General.

I am most grateful to the Global Law Summit's partners, sponsors, supporters, exhibitors, speakers, delegates, and Thomson Reuters, our strategic partner, for their generous contributions to the Summit.

Your contribution to the summit played a significant part and I would like to thank you for preparing and delivering such thought-provoking material. All sessions delivered genuinely stimulating discussion and the feedback from delegates about the quality of the sessions has been excellent. Videos and transcripts of the keynote speeches and plenary sessions are available on the Global Law Summit website: www.globallawsummit.com

Thank you again for participating in the Global Law Summit and contributing to its success.

CHRIS GRAYLING



KE
RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall, The Queen's Walk
More London
London SE1 2AA

14 NOV 14

11 November 2014

D. Bin

I am enclosing a copy of a message I have received from my constituent [REDACTED] about the amount of time TfL is taking to remodel the junction on the A243 at Malden Rushett, which is located just outside the Epsom and Ewell constituency.

I would be grateful for your comments please on the points she has raised.

With best wishes

MAYOR OF LONDON

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA191114-2486

Date: 19 DEC 2014

Dear Chris

Thank you for your letter of 11 November on behalf of your constituent [REDACTED] and her concerns about the works currently taking place at Malden Rushett junction.

I fully appreciate that roadworks can be particularly disruptive for those living in the vicinity of the works. Once the works have been completed, there will be many benefits to the area, including improved traffic flow through the junction, the introduction of a dedicated right turn for traffic on Leatherhead Road, improved pedestrian crossing facilities on Fair Oak Lane and advanced stop lines for cyclists. I would like to assure [REDACTED] that Transport for London (TfL) is working hard to ensure these works are finished as quickly as possible and delays to traffic in the area are minimised.

I appreciate [REDACTED] point about the scale of the works, but I would like to explain that there are many complexities that TfL needs to take into consideration. To minimise disruption to traffic, the works are being completed while Chessington World of Adventures is closed over winter, instead of during the summer, which generally would be the preferred period for works such as these. In addition, all roads have been fully re-opened and any current banned turns have been removed for Christmas and New Year, between 1 December and 4 January, to minimise the impact on traffic. The works are mostly being carried out with road closures during the day to minimise disruption to local residents, as some noisy works cannot be undertaken at night.

Rushett Lane and Fair Oak Lane are both being widened to four lanes. Therefore, the existing agricultural land needs to be prepared beforehand, including removing some asbestos found during TfL's investigations. Several utility services also need to be relocated including gas, electricity, BT and Virgin Media cables. Once all of the utility services have been relocated, new drainage channels will need to be excavated to ensure that the new wider roads drain water correctly, as this is an existing flood risk area. A new culvert pipe also needs to be placed under Rushett Lane and the nearby Bonesgate stream needs to be realigned to allow the stream to continue to pass under the new road.

Finally, the existing carriageway on Rushett Lane and Fair Oak Lane will need to be reconstructed to minimise any future maintenance requirements. The surrounding areas will be landscaped with new trees, shrubs and hedges, encouraging wildlife to return to the area.

MAYOR OF LONDON

Turning to [REDACTED] question about the tendering process, I can confirm that the works are being carried out by EM Highways, as part of the London Highways Alliance Contract. EM Highways were selected as the preferred contractor in south London for TfL and the Royal Borough of Kingston upon Thames following a competitive tender process.

I would like to assure [REDACTED] that TfL works closely with Kingston upon Thames on highways management and uses the same contractor to ensure it delivers value for money for taxpayers in London. This gives TfL and the borough the opportunity to coordinate highway services and maintenance under a common specification. Malden Rushett is a great example of a project where TfL and Kingston upon Thames were able to deliver works at the same time. In the past, they would have used different contractors, which would have been less efficient and more disruptive to road users and local residents.

TfL consulted on the proposed changes to the junction at Malden Rushett in summer 2013. Details about the consultation were sent to stakeholders in Epsom and Ewell, including the Residents' Associations of Epsom and Ewell, the Epsom and Ewell Borough Council and Surrey County Council. The consultation was publicised in the local press as was the announcement regarding the start of the works this autumn. I am sorry that [REDACTED] was not aware of the consultation.

I enclose a copy of the results of the consultation and a copy of the programme of works for [REDACTED] information.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London

A243 Leatherhead Road / B280 Fairoak Lane, Rushett Lane

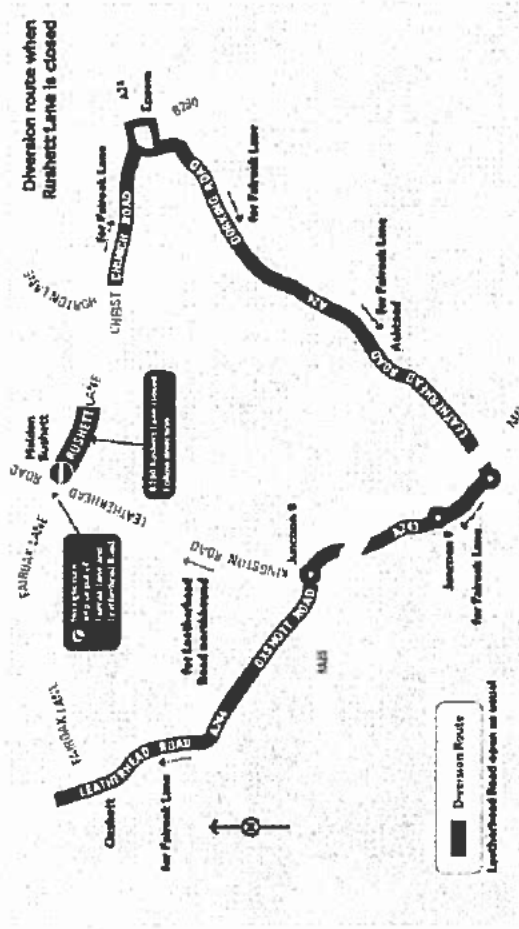
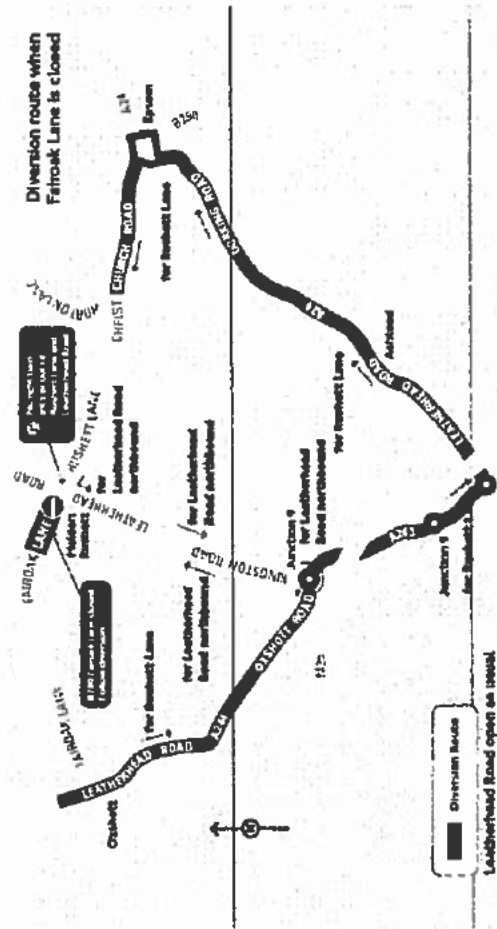
Malden Rushett junction improvement scheme – completion spring 2015

Issue 2/29 10.14

Start date	End date	Impact on the road
Monday 13 October 2014	Spring 2015	Except during December 2014, Leatherhead Road reduced to single lanes for night-time works (phase two)
Monday 20 October 2014	Friday 14 November 2014	Rushett Lane road closure*, no right turns at the junction (phase three)
Monday 17 November 2014	Friday 28 November 2014	Fairoak Lane road closure*, no right turns at the junction (phase four)
Monday 5 January 2015	Friday 20 February 2015	Rushett Lane road closure*, no right turns at the junction (phase five)
Monday 23 February 2015	Friday 20 March 2015	Fairoak Lane road closure*, no right turns at the junction (phase six)
Monday 23 March 2015	Friday 27 March 2015	Whole junction four-way temporary traffic lights (phase seven)

*road closure of works area only, local access is via diversion route.

We will endeavour to keep to the dates quoted however there may be times when events out of our control might affect the programme (emergency works or bad weather for example).



This is intended as a pocket guide. Larger diversion route maps, latest scheme information and a junction map highlighting the improvements being made can be found on line at:

<https://consultations.tfl.gov.uk/streets/malden-rushett> or by contacting:
Transport for London Streets, 3rd Floor, 14 Pier Walk, North Greenwich,
London SE10 0ES
Telephone: 0343 222 1234 Email: enquire@tfl.gov.uk

Programme of works:

Phase one – site preparation COMPLETE

Phase two - Monday 13 October 2014 to spring 2015 – A243 Leatherhead Road night-time lane closures as required

Night-time lane closures on an ad hoc basis between the hours of 21:00 and 02:00 on Leatherhead Road. Noisy work stops at midnight (such as breaking concrete in preparation for resurfacing). This is to install temporary traffic signals at the junction and carry out lightweight work on the road including; completing road crossings, installation of power connections and maintenance channels. This work is being carried out at night to avoid impact on busier day time traffic flows. No works are planned during December 2014.

Phase three - Monday 20 October 2014 to Friday 14 November 2014 - B280 Rushett Lane road closure

Rushett Lane will close in the works area only with local access maintained via the planned diversion route. This closure is for excavation and resurfacing including the completion of road crossings and utility works. Whilst Rushett Lane is closed it will not be possible to take right turns into or out of Fairoak Lane from Leatherhead Road. This measure is in place to allow traffic to flow smoothly through the junction and alleviate congestion. Leatherhead Road will not close. Temporary traffic lights will be in operation. Footways remain open.

Phase four – Monday 17 November to Friday 28 November 2014 - B280 Fairoak Lane road closure

Fairoak Lane will close in the works area only for a period of two weeks. Local access is maintained via the planned diversion route. This closure is for excavations and resurfacing, including the completion of road crossings and utility works. Whilst Fairoak Lane is closed it will not be possible to take right turns into or out of Rushett Lane from Leatherhead Road. This measure is in place to allow traffic to flow smoothly through the junction and alleviate congestion. Leatherhead Road will not close. Temporary traffic lights will be in operation. Footways remain open.

Break – Monday 1 December 2014 to Sunday 4 January 2015

Further off-carriageway works continue in the north-east and north-west fields with no roads closed or affected. The junction will operate as normal to avoid disruption during the busy Christmas period however some night-time lane closures may take place.

Phase five – Monday 5 January 2015 to Friday 20 February 2015 - B280 Rushett Lane road closure

A final closure of Rushett Lane in the works area only. Local access is maintained via the planned diversion route. This closure is to complete improvements works including drainage installation, reinstatement of utility services and carriageway resurfacing. As with phase three, whilst Rushett Lane is closed it will not be possible to take right turns at the junction. Leatherhead Road will not close. Temporary traffic lights will be in operation. Footways remain open.

Phase six – Monday 23 February 2015 to Friday 20 March 2015 - B280 Fairoak Lane road closure

A final closure of Fairoak Lane, in the works area only. Local access is maintained via the planned diversion route. This closure will enable installation of the new signalled pedestrian crossing, carriageway and footway widening. As with phase four, whilst Fairoak Lane is closed it will not be possible to take right turns at the junction. Leatherhead Road will not close. Temporary traffic lights will be in operation. Footways remain open.

Phase seven – Monday 23 March 2015 to Friday 27 March 2015 - Four-way temporary traffic lights

The junction will be served by four-way temporary traffic lights whilst the new permanent traffic signals are installed.

Phase eight – spring 2015 – final phase

Work is programmed to conclude during spring 2015. From the end of March 2015 remedial works such as hedgerow planting and landscaping take place to finalise the improvements. Once remedial works are complete the new junction will become fully operational.



Consultation on junction improvements at Malden Rushett

Consultation Report

September 2013

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1 Introduction

This report covers Transport for London's consultation on final plans to deliver improvements to the junction at Malden Rushett between intersections of A243 Leatherhead Road junction, B280 Fairoak Lane and Rushett Lane.

In 2008, TfL consulted on a large scheme to reduce right turning collisions on the A243 Leatherhead Road junction with Rushett Lane and Fairoak Lane. Plans included introducing a green filter arrow on Leatherhead Road, widening the approaches of Fairoak Lane and Rushett Lane to two lanes of traffic, introduction of new pedestrian crossing facilities on Fairoak Lane and on the southern arm of Leatherhead Road and new advanced stop lines for cyclists. The consultation gained overall support but was not implemented due to budgetary constraints.

Traffic analysis and road assessments continued to demonstrate that improvements are necessary so plans have been refined to deliver a range of measures. Detailed consideration has been given to a range of issues and options including a roundabout scheme. A full safety assessment was undertaken of the area with an increase in safety and reduction in accidents a key feature of the new proposals.

The plans, endorsed by Royal Borough of Kingston upon Thames, improve conditions for road safety, traffic flow, pedestrians, cyclists, signage, lighting, road and pavement surfacing as well as landscaping. Specifically, the scheme entails measures to address collision issues involving right turning traffic and resident's needs to cross the road safely.

Right turn movements will be managed through signalisation and road widening of Rushett Lane and Fairoak Lane to allow two lane traffic approaches and exits on both roads. The traffic signals will optimise pedestrian and traffic flows dependent on the demand. The scheme also includes advanced stop lines for cyclists, enhanced sightlines and upgrade of safety cameras.

The significant change from the scheme subject to consultation in 2008 is that formal red man/ green man crossing facilities are not being introduced on the southern arm of Leatherhead Road. However, the lights will be timed to allow pedestrians to cross in between traffic phases and a larger pedestrian island will be introduced. A map with details of the 2013 scheme is contained in Appendix A.

2 The consultation

TfL consulted on revised final plans for a period of six weeks from 8 July 2013 to 16 August 2013 (by midnight). Responses could be returned via a postal questionnaire to TfL (freepost) or to a designated online questionnaire consultation page set up for the Malden Rushett scheme.

3 Consultation objectives

The objectives of the consultation were:

- To give residents, local businesses, bus users and other stakeholders easily understood information about the proposals and allow them to respond.
- To understand the level of support or opposition for the proposals.

- To understand any issues that might affect the proposals of which we were not previously aware.
- To understand concerns and objections.
- To allow respondents to make suggestions.

4 Consultation material, distribution and publicity

The consultation took place between 8 July and 16 August 2013. Local stakeholders were informed about the consultation by a communication including a letter, respondent questionnaire (with freepost address) and detailed map of the scheme. These were hand delivered to local residents and businesses, within a boundary defined by the Royal Borough of Kingston upon Thames. Copies of the hand delivered documents are contained in Appendix A and the boundary map outlining the distribution boundary is presented in Appendix B.

Prior to local notification activity, a wide range of stakeholders were informed about the consultation including borough contacts (technical and political stakeholders), transport and specialist groups, local representatives and organisations, print and online media (including local online media) and neighbouring borough contacts. This notification activity was conducted by email with a direct link to a dedicated online consultation portal on the TfL website. A full list of stakeholders is contained in Appendix C.

A drop in session was also held at Chessington Nurseries Garden Centre on Thursday 18 July from 2 – 7pm to allow people to review and discuss our final designs with officers and ask questions.

The range of communications and engagement activity is outlined in the table below.

4.1 Communications and consultation activity

Channel	Target audience
TfL consultation page https://consultations.tfl.gov.uk/streets/malden-rushett Email Notification	<ul style="list-style-type: none"> • Royal borough of Kingston upon Thames • Local stakeholders/representatives • Neighbouring boroughs • Key stakeholders (political, transport, road user and pedestrian groups)
Notification letter, map, questionnaire (freepost) Hand delivered	<ul style="list-style-type: none"> • 60 business addresses • 740 residential addresses
TfL press release	Local media with direct link to consultation portal

Public meeting	A drop in session held at Chessington Nurseries Garden Centre on Thursday 18 July from 2 – 7pm with TfL and Enterprise Mouchel representatives and displays of maps and 3D visualisations.
Royal Borough of Kingston Upon Thames	<ul style="list-style-type: none"> • Highlighted the consultation and the public event via social media with links to TfL website. • Notified local media including free community magazines, involving Chessington Chat. • Promoted the consultation and event at the South of the Borough Neighbourhood Committee and local resident associations. • Displayed the map, brief and questionnaire at Hook Library, Kingston.

5 Who we consulted

We collaborated with the Royal Borough of Kingston upon Thames to ensure that the proposals were communicated through a variety of channels to reach those who might be affected.

We proactively sought feedback on the changes from a wide range of stakeholders including: commuters, residents, road users, pedestrians, businesses and members of the public. We also consulted stakeholders including traffic police, London Travel Watch, Members of Parliament, Assembly Members, transport and local interest groups. See Appendix C for a list of stakeholders and stakeholder responses in Section 7.

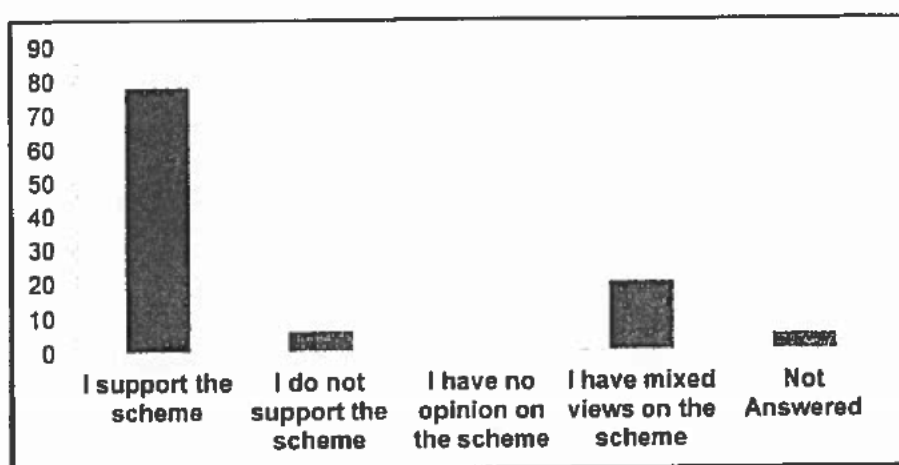
6 Consultation response analysis

Respondents were asked to provide feedback in terms of their overall opinion of the scheme, either in support or opposition or mixed views. They were also asked to provide information on what type of respondent they were and their use of the junction.

A total of 109 responses were submitted: 43 by post and 66 online direct to the consultation portal. There were submissions from 2 stakeholders (organisations representing residents interests) which are covered in Section 7. The following outlines the responses received in table and chart form.

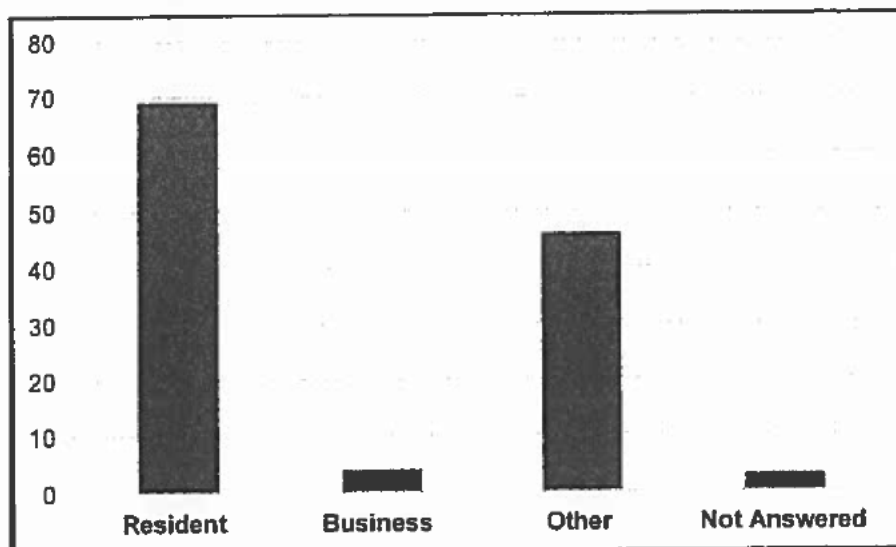
6.1 Consultation response - summary analysis

Response	Quantity
I support the scheme	78
I do not support the scheme	6
I have no opinion on the scheme	0
I have mixed views on the scheme	20
Not Answered	5
Total	109



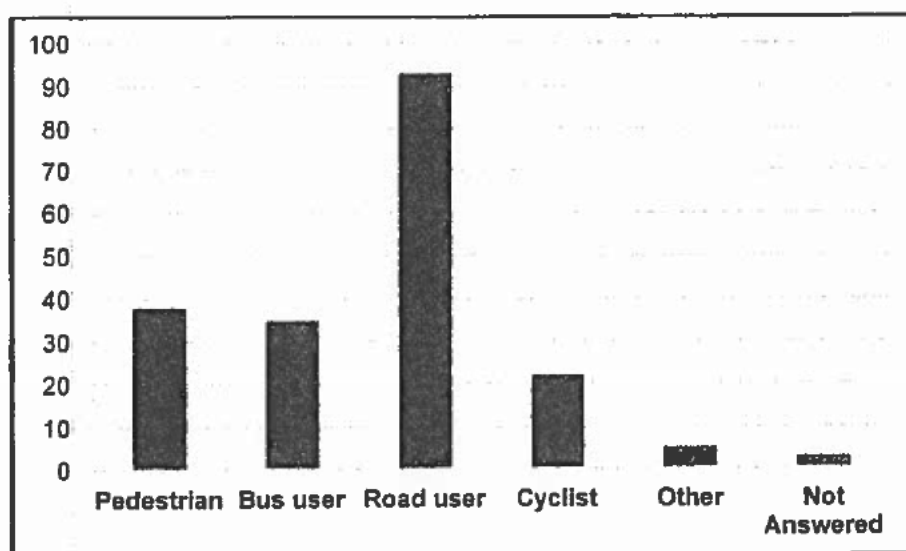
6.2 Respondent categories

Response	Quantity
Resident	69
Business	4
Other	46
Not Answered	3



6.3 Usage – summary analysis

Response	Quantity
Pedestrian	38
Bus user	35
Road user	93
Cyclist	22
Other	5
Not Answered	3



6.4 Consultation analysis

The table below presents the range of feedback provided in the comments section of the questionnaire which have been categorised into themes. Many respondents commented on more than one point.

ISSUE	QUANTITY	TFL RESPONSE
OVERALL VIEWPOINTS		
Support the scheme	27	TfL note this support.
Junction is very dangerous and congested	23	<p>TfL have noted that at the junction of Rushett Lane, Fair Oak Lane and Leatherhead Road there have been 13 recorded personal injury collisions which involved injury over the last three years between April 2010 and March 2013. The majority of these are due to the right turn movements. We also know there are damage only collisions which go unrecorded.</p> <p>In the morning peak hour traffic often queues back as far as J9 of the M25, particularly in the summer when the Chessington World of Adventures is at its busiest.</p> <p>The newly revised scheme improves safety and traffic flow at the junction.</p>
Long overdue - implement now	14	TfL are now in a position to finalise the design and start construction by spring 2014.
Scheme will result in more delays and accidents	13	<p>The newly revised scheme improves safety and traffic flow at the junction. The design improves conditions for pedestrians and cyclists, whilst also helping traffic flow more smoothly. There will also be better signage, more capacity at the junction, as well as new landscaping. Importantly, the scheme addresses collision issues involving right turning traffic and resident's needs to cross the road safely.</p> <p>The scheme has been designed to improve the 'through capacity' of the B280, to alleviate congestion and increase the safety of the junction. New 'smart' traffic signals will be</p>

		responsive to prevailing traffic conditions and controlled pedestrian crossings will enhance safety when crossing the road.
Good scheme - improvements necessary	12	<p>TfL note this feedback. Since the first design was shared in 2008, TfL have continued to monitor the area. Traffic analysis and road assessments have continued to demonstrate that junction improvements are necessary. The area has been subject to further investigation and option analysis against current day conditions resulting in refined plans which deliver a range of interrelated benefits. The primary focus of the scheme is to improve the safety of those passing through this busy junction. The new design will help reduce traffic congestion whilst also improving facilities for pedestrians and cyclists.</p> <p>A range of options were investigated at feasibility stage, including a roundabout scheme, which was a suggestion put forward in the 2008 consultation.</p> <p>We reviewed whether a roundabout could be installed (un-signalised, signalised and give way options). A roundabout was not considered a viable for the following reasons.</p> <ul style="list-style-type: none"> • A mini roundabout would not be suitable for the traffic patterns through the junction. • A signalised roundabout would not be feasible due to the land take required for the internal signalised stop lines for traffic queues. • A give-way option was discounted as the volume of traffic on the roundabout arms would be unbalanced. Crossing points would be set back, away from the pedestrian desire line and it wouldn't improve facilities for cyclists. • All large scale roundabout schemes would not meet with green belt planning policies and environmental considerations and could cause an increase in accidents. <p>This scheme is the optimal design to address the issues at the junction and provides the most cost effective solution.</p>
Roundabout option is required	12	

Oppose the scheme	3	TfL note this opposition.
<p>The scheme does not take account of residents who live on the junction – there will be more noise and pollution and potentially four lanes of traffic.</p>	2	<p>TfL is aware of the residential properties already on the junction and where they can be proposing to improve conditions by widening footways outside adjacent properties, in return moving traffic further away. Noise and vibration assessments have been carried out prior to the scheme being built, and will be carried out again after implementation, to assess any impact. Currently it is predicted that there will be a reduction in noise and vibration, due to traffic being dispersed across two lanes of traffic and clearing the junction earlier.</p>
<p>Not an improvement on previous scheme</p>	1	<p>Our final designs take account of the concerns and comments put to us in our previous consultation. A full safety assessment has been undertaken of the area with an increase in safety and reduction in accidents a key feature of the new proposals.</p> <p>The plans improve conditions for safety, traffic flow, pedestrians, cyclists, signage, traffic signals and street lighting, road and pavement surfacing as well as landscaping. Specifically, the scheme entails measures to address collision issues involving right turning traffic and resident's needs to cross the road safely.</p> <p>Right turn movements will be managed through signalisation and road widening of Rushett Lane and Fair Oak Lane to allow two lane traffic approaches and exits on both roads. The traffic signals will optimise pedestrian and traffic flows and there will be advanced stop lines for cyclists, enhanced sightlines and upgrade of safety cameras. The map outlines details of the scheme in context.</p>
<p>Road improvement schemes usually result in more traffic</p>	1	<p>The scheme has been designed to address the reoccurring right turn collisions at the junction, introduce safer pedestrian crossing facilities and reduce existing traffic congestion at the junction. Traffic modelling has confirmed that the proposals will achieve this. Predicted traffic growth on Leatherhead Road according to the South London Highway Assignment Model (SoLHAM) 2009 is not expected to be more than 4% by 2021, the junction has been designed to allow for this growth.</p>

The junction should be moved north so all can be beneficiaries	1	Moving the junction further north would require substantial purchase of Green Belt land and agreement with Landowners to purchase additional land. Moving the scheme north would have severe environmental impacts on existing habitats living in the fields, realignment of streams and removal of more mature trees than necessary. The cost of works would not balance the benefits of the scheme.
Does not allow reasonable access to properties	1	Following feedback from the consultation, subject to road traffic audits, TfL will no longer be introducing double red lines on Fair Oak Lane, Rushett Lane and Leatherhead Road. However, we will be introducing double yellow lines on Fair Oak and Rushett Lane, to be used in accordance with the Highway Code.
Scheme similar to when temporary lights installed which worked well	1	TfL note this feedback and support for the scheme.
FEEDBACK/SUGGESTIONS RELATING TO THE SCHEME		
Ensure traffic signals are integrated and seasonally phased	13	Intelligent traffic signals will be implemented in the scheme. These will adapt to prevailing traffic conditions and adjust accordingly all year round.
Dedicated left/straight on and right turn filter/lanes required on all arms of junction	11	Leatherhead Road has this in place but traffic modelling indicated this was not required on Fair Oak Lane and Rushett Lane.
More speed cameras and signage with active enforcement	9	The criteria for the implementation of a speed camera is that there must have been a minimum of four KSI collisions (in a three year period) and two of these must have been as a result of speeding. We are already introducing new red light cameras as part of the scheme which can also serve as speeding cameras. This technology will be reviewed as part of the final detailed design.

Red route markers not required	7	Following feedback from the consultation, subject to road traffic audits, TfL will no longer be introducing double red lines on Fair Oak Lane, Rushett Lane and Leatherhead Road. However, we will be introducing double yellow lines on Fair Oak and Rushett Lane, to be used in accordance with the Highway Code.
More red light cameras needed to prevent drivers jumping lights with active enforcement	6	New red light cameras will be introduced as part of the scheme on Leatherhead Road.
More controlled pedestrian crossing points needed	4	TfL did model this suggestion. However, it showed there would be an unacceptable impact on traffic flow. Phasing of traffic signals allow for more opportunities for pedestrians to cross the road safely. More controlled crossing points are not necessary.
Clear signage on right hand turns needed	3	New road layout signs will be introduced as part of the layout of the scheme.
Clear signage at the junction to prohibit cycling on the path	3	All signage will be reviewed as part of scheme improvements.
Retain/replace crash barrier to save properties	3	Safety assessments have determined that crash barrier is no longer required due to new realigned kerbs.
Address water road drainage in the scheme	2	TfL will be introducing an improved drainage system as part of the works.
Change or extend surface of road to slow speed and prevent shake from HGVs	2	Carriageways will be resurfaced and some elements will be reconstructed within scheme extents.
Cycle protected route required	2	Advanced Stop Lines (ASLs) are part of the new scheme.

Need a filter light/lane from and to Epsom and Chessington Zoo	2	TfL note this feedback but traffic modelling determined this was not necessary.
Access to and from BP garage needs to be considered	1	TfL note this feedback but this location is not within the scheme extents.
Ensure traffic signal phasing is monitored closely in first few weeks and during seasonal changes in traffic volumes	1	TfL will monitor traffic and signal phasing all year round.
Install bollard at junction of West Road to prevent traffic mounting the pavement	1	TfL will review this suggestion in the final design.
Install lights at the garden centre	1	TfL note this feedback but do not consider this necessary.
Introduce a left turn filter to alleviate congestion	1	TfL note this feedback but traffic modelling has determined this is not necessary.
Carriageway markings should discourage straight line traffic using right lanes	1	New right turn traffic lights will ensure right turn traffic has cleared to allow straight on traffic flows to progress. New road markings will instruct traffic to use correct lanes.
Introduce shared cycle pavement at the junction	1	TfL note this feedback but the footpath is not wide enough to accommodate shared space.
Problem with cars parked on footpath outside Mitsubishi garage	1	TfL have met with Mitsubishi to discuss the issue and recommended alternative loading arrangements which are under their consideration.

Realignment of kerbs unnecessary and will involve delays in construction	1	Realignment of kerbs is necessary to ensure larger vehicles can turn safely.
Speed sign by the farm is too far ahead and articulate lorries pick up speed.	1	Signage will be reviewed as part of the scheme.
The south side of Fairoak lane should be changed to no parking along widened stretch.	1	Following feedback from the consultation, subject to road traffic audits, TfL will be introducing double yellow lines on Fairoak Lane, which will be required to be used in accordance with the Highway Code which restricts parking.
Traffic islands are too long	1	Traffic islands are designed to be fit for purpose.
Two lanes either side of Leatherhead Rd need to be long to avoid congestion	1	Carriageway lane markings have been designed according to the constraints of the road and nearby properties.
Widen Leatherhead Road - make dual carriageway from BP garage	1	It is not possible to widen Leatherhead Road without compulsory purchase of properties and not deemed necessary.
Widen the junction only - pedestrians do not use it	1	The scheme reflects feedback from the local community requesting pedestrian crossing facilities enabling greater certainty and safer routes across the roads.
RESPONSES NOT SPECIFIC TO THE SCHEME		
Bus stop required outside Chessington Nurseries	1	This is being progressed as part of a separate scheme.
Not Answered	25	

7 Responses from statutory bodies and other stakeholders

We received two stakeholder responses which are summarised below. There were no responses from Royal Borough of Kingston upon Thames councillors.

Malden Rushett Residents Association

The Malden Rushett Residents Association met with Ken Livingston and he agreed that the red route markers should not encroach on Malden Rushett as it was totally unnecessary and not keeping with our village environment.

Also vehicles over park on the A243.

The MRRA therefore formally objects to the painting of the red route through Malden Rushett and the associated street.

Residents Associations of Epsom & Ewell

I am writing of behalf of the Residents Associations of Epsom & Ewell regarding the proposed junction improvements at Malden Rushett junction.

Our residents live within the borough of Epsom & Ewell. The Malden Rushett junction is a short distance outside this borough and many of the residents use that junction on a regular basis. Over the years we have received many criticisms of the present junction on the ground of traffic flow and safety.

We understand that the proposed scheme will:

- a) improve traffic flow
- b) increase safety for pedestrians and cyclist and other road users
- c) improve conditions for residents living near the junction

Consequently, we support the proposed scheme.

8. Conclusion summary

TfL's proposals for junction improvements at Malden Rushett generated the following comments and opinions.

In total there were 108 responses involving: 78 submissions broadly in support of the proposals and 5 submissions which were against the scheme. There were 20 responses which contained mixed views and 5 returned not answered in this section. The majority of responses received were from residents of the village, who were mainly road users and pedestrians.

Two key stakeholders (local resident associations) provided submissions. The Malden Rushett Residents Association formally objected to the introduction of red route lines through Malden Rushett and the associated streets. The Residents Associations of Epsom & Ewell extended support for the scheme.

The consultation generated a range of comments and feedback. Some respondents extended general views of support or opposition. Many respondents underlined the danger of the junction presently and the need to implement the scheme swiftly. There were also recommendations to convert the junction to a roundabout scheme or move the junction northwards. Some concerns were expressed by residents adjacent to the junction. There was also a range of feedback specific to the scheme and suggestions on what should be considered or featured in the final detailed design.

We welcomed all the insights provided and considered the wide range of views and points raised (detailed in section six). Further to feedback, we can confirm that changes will be made to the final design, including the removal of double red lines along Leatherhead Road and the introduction of double yellow lines on Fair Oak and Rushett Lane subject to technical approvals.

Appendix A – Consultation letter, questionnaire and materials

Transport for London



9 July 2013

Consultation Team
Surface Transport
Transport for London
11th Floor, Zone G8, Palestra
197 Blackfriars Road
Freeport RRZL-CUSK-AAEE
Ref 'Malden Rushett'
London SE1 8NJ

Dear Sir / Madam

STEngagement@tfl.gov.uk

Malden Rushett Junction Improvements – Final Plans Consultation

This is to let you know that Transport for London are finalising plans to deliver improvements to the junction at Malden Rushett between intersections of A243 Leatherhead Road junction, B280 Fair Oak Lane and Rushett Lane. We are also informing you of future works that will take place in the area.

Previous consultation activity

In 2008, TfL consulted on a major scheme to introduce a signal controlled pedestrian crossing across the Southern Arm of Leatherhead Road and Fair Oak Lane. Plans included the introduction of a new pedestrian island on Rushett Lane and new advance stop lines for cyclists. The consultation gained overall support but was not implemented due to budgetary constraints.

Current consultation plans and process

Traffic analysis and road assessments have continued to demonstrate that improvements are necessary so plans have been refined to deliver a range of interrelated measures. Detailed consideration has been given to a range of issues and options including a roundabout scheme. A full safety assessment has been undertaken of the area with an increase in safety and reduction in accidents a key feature of the new proposals.

The plans, endorsed by Royal Borough of Kingston Upon Thames, improve conditions for safety, traffic flow, pedestrians, cyclists, signage, signalisation, road and pavement surfacing as well as landscaping. Specifically, the scheme entails measures to address collision issues involving right turning traffic and resident's needs to cross the road safely.

Right turn movements will be managed through signalisation and road widening of Rushett Lane and Fair Oak Lane to allow two lane traffic approaches and exits on both roads. The traffic signals will optimise pedestrian and traffic flows dependent on the demand. The scheme also includes advanced stop lines for cyclists, enhanced sightlines and upgrade of safety cameras. A map with details of the scheme is enclosed.

We are consulting on these final plans for a period of six weeks from 8 July to 16 August 2013. We welcome your feedback on these proposals via our website (<https://consultations.tfl.gov.uk/streets/malden-rushett/>) or by filling in and returning

MAYOR OF LONDON

Have your say – please return by Friday 16 August 2013

Your views are important

We would like to hear your views on our final plans for junction improvements at Malden Rushett. Please visit <https://consultations.tfl.gov.uk/streets/malden-rushett> or take a moment to fill in the form below and return it using the Freepost address provided

The proposed final plans and measures for the junction scheme are presented in the enclosed map.

Q1: What are your views on the scheme?

I support the scheme ☐

I do not support the scheme ☐

I have no opinion on the scheme ☐

Not sure ☐

If 'not sure' further information can be provided in the comment section below

Q2: Are you responding as a resident, business, local association/stakeholder or user of the junction? Please tick all the boxes which apply to you

Resident ☐ Business ☐ Representative of local association/stakeholder group ☐

Other ☐ Please specify _____

Q3: How do you use the junction?

Please tick all the boxes which apply to you

Pedestrian ☐ Bus user ☐ Road user ☐ Cyclist ☐ Other ☐ Please specify _____

Q4: Do you have any other comments or suggestions relating to the scheme

Please write your contact details in the space below if you would like us to let you know the outcome of our consultation.

Name: _____

Address: _____

Postcode: _____

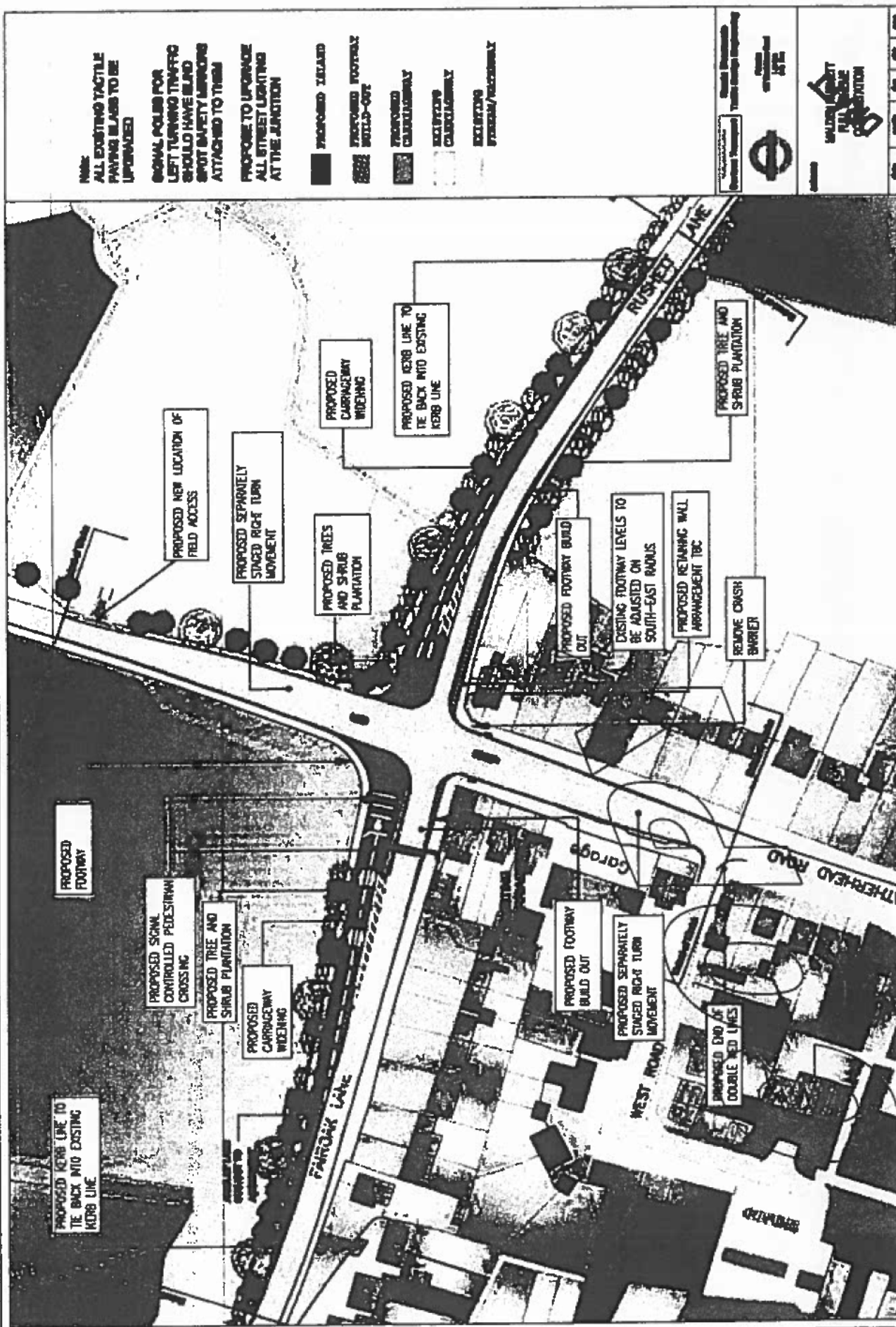
Email: _____

Please return this form to: Freepost, RRZL-CUSK-AAEE, 'MALDEN RUSHETT' TfL Consultation & Engagement Centre,
Zone Y6, 11th Floor, 197 Blackfriars Road, Southwark, London, SE1 8NJ

MAYOR OF LONDON

Transport for London





NOTE
ALL EXISTING TACTILE
PAVING BLANKS TO BE
UPGRADED

SIGNAL POLBS FOR
LEFT TURNING TRAFFIC
SHOULD HAVE BLIND
SPOT SAFETY MARKING
ATTACHED TO THEM

PROPOSE TO UPGRADE
ALL STREET LIGHTING
AT THE JUNCTION

- PROPOSED KERB
- PROPOSED FOOTWAY
BUILD-OUT
- PROPOSED CARRIAGEWAY
- EXISTING CARRIAGEWAY
- EXISTING
PARKING/VEHICULAR

North Arrow

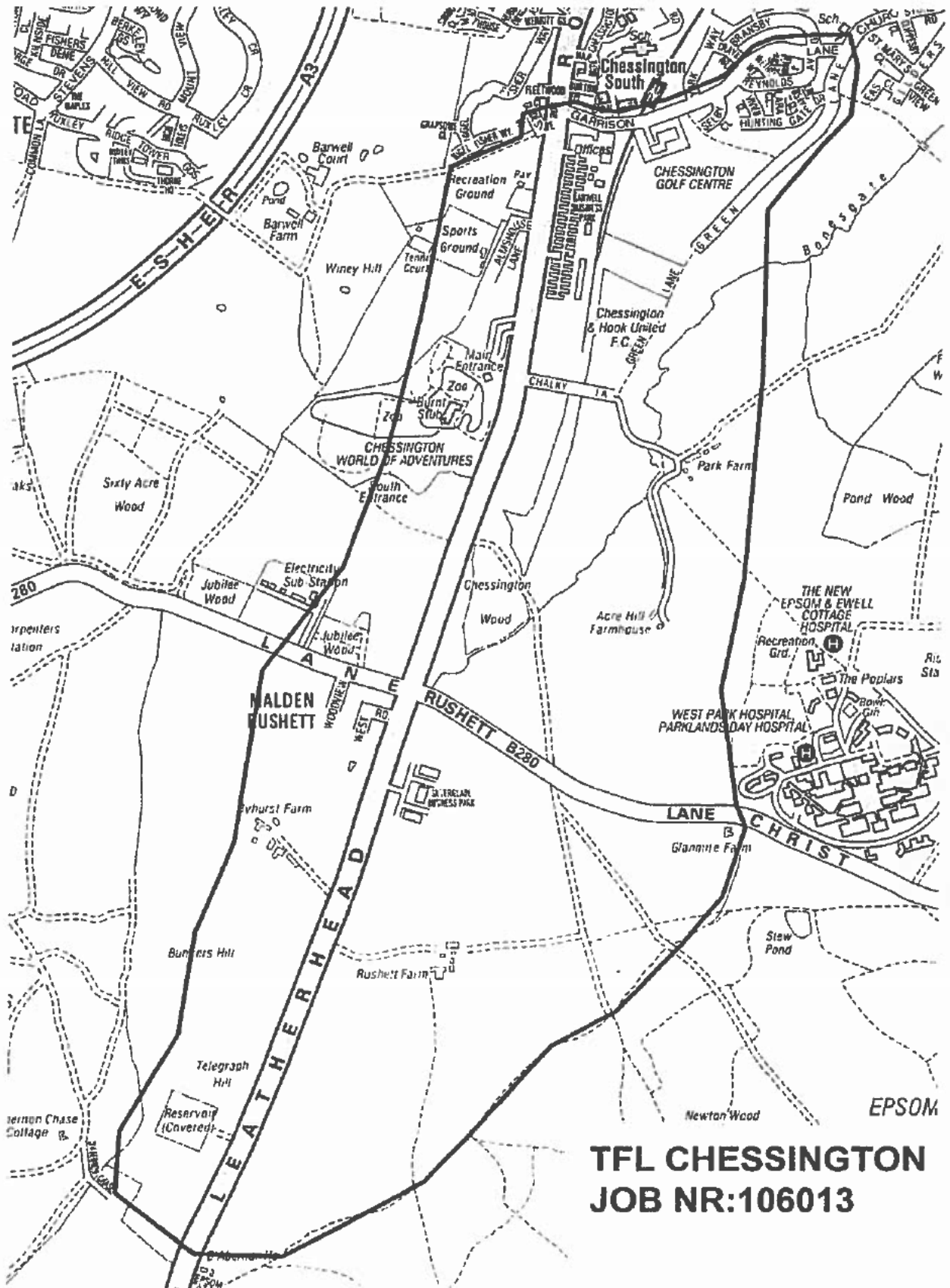
Scale 1:500

DATE

1/21

WATERLOO
PLANNING
CONSULTANTS

Appendix B – Malden Rushett boundary for hand delivered consultation notification



Appendix C– List of stakeholders consulted

MP's	
Edward Davey MP	
Vincent Cable MP	
Zac Goldsmith MP	
GLA – Assembly Members	
Tony Arbour	
Caroline Pidgeon	
Andrew Boff	
Darren Johnson	
Fiona Twycross	
Gareth Bacon	
Jenny Jones	
Murad Qureshi	
Nicky Gavron	
Stephen Knight	
Tom Copley	
Victoria Borwick	
Councillors	
Councillor Rachel Reid	
Councillor Patricia Bamford	
Councillor Shiraz Mirza	
Councillor Simon James	
Councillor James Clarke	
Borough	
Royal Borough of Kingston Upon Thames	
Surrey County Council	
Surrey County Council	
London Borough of Richmond Upon Thames	
London Borough of Sutton	
Runnymede Borough Council	
Epsom and Ewell Council	
Local stakeholders	
Kingston Metropolitan Police	
Kingston Travellers Association	
Kingston Cycling Campaign	
Malden Rushett Residents Association	
Chessingtonchat.com	

Key stakeholders	Key stakeholders
AA Public Affairs	Motorcycle Action Group
Age Concern London	Motorcycle Industry Association
Age UK	National Children's Bureau
Asian Peoples Disabilities Alliance	National Grid
Association of British Drivers	Port of London Authority
Association of Car Fleet Operators	RAC Motoring Foundation
Barnes Community Association	RADAR London Access Forum
British Motorcyclists Federation	Raynes Park & West Barnes Residents' Association
BT	RNIB
Campaign for Better Transport	RNID
Confederation of British Industry (CBI)	Road Haulage Association
Disability Alliance	Royal Mail
Disabled Persons Transport Advisory Committee	Royal Parks
EDF Energy	Sense
Freight Transport Association	Sixty Plus
Greater London Forum for the Elderly	St Mary's University College
Green Flag Group	Strawberry Hill Neighbourhood Association
Guide Dogs for the Blind Association	Stroke Association
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)	Sutton Centre for Voluntary Sector
Joint Mobility Unit	Thames Water
Living Streets	The British Dyslexia Association
London Ambulance Service NHS Trust	Twickenham Park Residents' Association (TPRA)
London City Airport	
London Councils	
London Older People's Strategy Group	
London TravelWatch	
London Underground	
Metropolitan Police	
MIND	

MAYOR OF LONDON

Rt Hon Chris Grayling MP

Secretary of State for Justice and Lord Chancellor
Ministry of Justice
102 Petty France
London SW1H 9AJ

Date: 20 NOV 2014

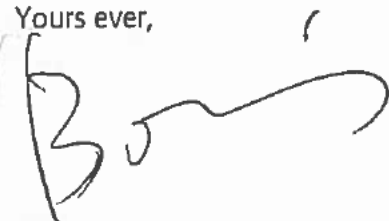
Dear Chris

I am writing to you regarding the enclosed correspondence I have received from [REDACTED]
who is rightly very anxious about the [REDACTED]
[REDACTED]

This issue was raised to me directly at a recent People's Question Time in Walthamstow and is clearly a matter of great concern. I would welcome your comments and would ask that the National Offender Management Service investigate what happened, and respond to me on the concerns that were raised.

With best wishes.

Yours ever,



Boris Johnson
Mayor of London

Enc [REDACTED]

KC



RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall, The Queen's Walk
More London
London SE1 2AA

22 DMR 14

16 December 2014

I am enclosing a copy of a message I have received from my constituent [REDACTED]
[REDACTED] about TfL policy towards licenced taxi drivers. I would be grateful
for your thoughts please on the points he has raised.

With best wishes

LONDON OFFICE (for all correspondence)

Telephone: 020 7219 8194

Email address: chris.grayling.mp@parliament.uk

CONSTITUENCY OFFICE

Telephone: 01372 271036

MAYOR OF LONDON

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA291214-5482

Date: 30 JAN 2015

Dear Chris

Transport Committee report – “Future Proof”

Thank you for your letter of 16 December 2014 on behalf of your constituent [REDACTED] about the London Assembly Transport Committee’s report on Taxi and Private Hire services in London. I apologise for the delay in responding to you.

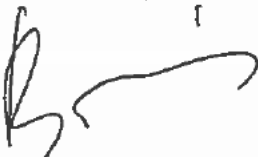
Transport for London (TfL) received the report in December and is now carefully considering its contents before responding to the Assembly. The report, which TfL has welcomed, contains 19 separate recommendations, many of which TfL was planning to implement or was already in the process of implementing.

The Assembly provides TfL with a period of time to respond. TfL will formally respond to the London Assembly report and it will make sure its response is also communicated to the taxi and private hire trades.

Thank you again for writing to me.

With best wishes.

Yours ever,



Boris Johnson
Mayor of London



14 JNR 15

RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

9 January 2015

I am enclosing a copy of a message I have received from my constituent [REDACTED] about recent fare increases. Although [REDACTED] lives in the Epsom and Ewell constituency, her nearest station is Cheam and she is therefore affected by fares policy within the capital. I would be grateful for your comments please on the points she has raised.

With best wishes

LONDON OFFICE (for all correspondence)
Telephone: 020 7219 8194

CONSTITUENCY OFFICE
Telephone: 01372 271036

Email address: chris.grayling.mp@parliament.uk

MAYOR OF LONDON

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA150115-6878

Date: 06 FEB 2015

Dear Chris

Thank you for your letter of 9 January on behalf of your constituent [REDACTED]

In 2015 I froze fares in real terms. Transport for London (TfL) peak and off-peak fares have gone up in line with inflation and season tickets have risen just below inflation.

Given the intense pressure on family budgets and changes to the working patterns of millions of our customers, the objective of my 2015 fares package was to deliver fares reductions to as many people using TfL services as possible. The biggest call was to relieve pressure on the increasing numbers of customers who commute part-time or flexibly. The daily cost of their travel was higher than those who can predict their travel in advance and purchase a longer-term ticket. At the same time, I had to ensure that TfL has enough fares revenue to keep improving London's transport given very rapid population growth and against a general approach by Government of shifting the burden of paying for public transport from tax to fare-payers.

To better meet the needs of part-time and flexible workers, I have set the maximum daily cost of travel using Oyster or contactless pay as you go (PAYG) at 20 per cent of the weekly ticket. This means a three days a week commuter will pay no more than 60 per cent of the cost of a weekly ticket, down from over 80 per cent in 2014. From Cheam, which is in Zone 5, the all-day cap price has come down substantially from £15.80 to £10.90. These are very substantial reductions that across London will save 200,000 people money every day.

To pay for the new lower daily caps – which are costing TfL £30 million a year – I have had to put up the price of some fares which are predominantly designed for very infrequent users, including paper Day Travelcards. I would urge anyone still using paper Day Travelcards to switch to PAYG. If [REDACTED] does this and gets her Railcard discount loaded onto her Oystercard, the fare increase she faces should almost halve. I would also like to offer any of your constituents who contact you about this change, including [REDACTED] a free Oyster card. If you would like to take this up, could I ask that your office contacts Vernon Everitt, Managing Director of Customer Experience, Marketing and Communications at TfL, who will arrange this. Vernon can be contacted by email at [REDACTED]@tfl.gov.uk.

MAYOR OF LONDON

I have also withdrawn off-peak PAYG caps, to help pay for the new lower all-day caps. Overall across London, around 25,000 people a day will pay more because of the off-peak caps changes, of which only 5,000 people will pay more than £2 extra. Eight times as many people, though, will pay less than pay more.

I should also point out that of those PAYG customers paying more, the majority – 60 per cent – are travelling from stations such as Cheam which are controlled by Train Operating Companies (TOC). The fares they set are out of my control and are generally higher than those on TfL services. For example, from New Barnet, which is in Zone 5 but has TfL fares, the off-peak return fare to Oxford Circus is £6.20 as compared with £9.30 from Cheam. As National Rail fares are higher, users of these services pay more and hit the daily fares cap earlier than is the case of TfL services.

The great fares inequality today is between those Londoners whose fares are set by TOCs and those travelling on TfL services. I continue to call on Government to overcome this inequality by devolving responsibility for setting all fares in Greater London to me and I hope I can count on your support as I continue to make this case. Re-nationalisation, as advocated by [REDACTED] is not necessary.

Turning to [REDACTED] point about encouraging people to travel off-peak I should point out that cheaper off-peak single fares still exist and the incentive to travel off-peak remains. TfL has looked carefully at the issue of trip re-timing and concluded the risks are minimal and far outweighed by the financial benefits to those working flexibly.

While the number of people affected by the withdrawal of off-peak caps is relatively small compared to the 200,000 benefiting, I recognise this is causing concern. Therefore, I have asked TfL review the changes after six months of operation.

I hope this information is of use to [REDACTED] and thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London



RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

10 MCH 15

9 March 2015

Dear Boris

I am enclosing a copy of a message I have received from my constituent [REDACTED] about recent fare rises in the capital. I would be grateful for your comments please on the points she has raised.

With best wishes

Yours sincerely

CF Chris Grayling

LONDON OFFICE (for all correspondence)
Telephone: 020 7219 8194

CONSTITUENCY OFFICE
Telephone: 01372 271036

Email address: chris.grayling.mp@parliament.uk

MAYOR OF LONDON

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA120315-1406

Date: **23 MAR 2015**

Dear Chris

Thank you for your letter of 9 March on behalf of your constituent [REDACTED]. I am sorry to hear [REDACTED] was not happy with Transport for London's (TfL's) previous response.

In 2015 I froze fares in real terms. TfL peak and off-peak fares have gone up in line with inflation and season tickets have risen just below inflation.

Given the intense pressure on family budgets and changes to the working patterns of millions of our customers, the objective of my 2015 fares package was to deliver fares reductions to as many people using TfL services as possible. The biggest call was to relieve pressure on the increasing numbers of customers who commute part-time or flexibly. The daily cost of their travel was higher than those who can predict their travel in advance and purchase a longer-term ticket. At the same time, I had to ensure that TfL has enough fares revenue to keep improving London's transport given very rapid population growth and against a general approach by Government of shifting the burden of paying for public transport from tax to fare-payers.

To better meet the needs of part-time and flexible workers, I have set the maximum daily cost of travel using Oyster or contactless pay as you go (PAYG) at 20 per cent of the weekly ticket. This means a three days a week commuter will pay no more than 60 per cent of the cost of a weekly ticket, down from over 80 per cent in 2014. From Tattenham Corner station, which is in Zone 6, the all-day cap has come down by £4.10 from £15.80 to £11.70. These are very substantial reductions that across London will save 200,000 people money every day.

To pay for the new lower daily caps – a policy that is costing TfL around £30m a year – I have put up the price of some fares which are predominantly designed for very infrequent users. Around two-thirds of the cost will be recovered from the increase in the price of paper Day Travelcards.

I appreciate that this presents a significant increase, though it largely affects infrequent visitors. I encourage anyone still using paper Day Travelcards on a more regular basis from outer London to switch to PAYG. The new daily caps I explained above are lower than daily Travelcard prices in all zones. I would like to offer any of your constituents who contact you about this change a free Oyster card. If you would like to take this up, could I ask that your office contacts Vernon Everitt, Managing Director of Customer Experience, Marketing and Communications at TfL, who will arrange this. Vernon can be contacted by email at [REDACTED]@tfl.gov.uk.

MAYOR OF LONDON

Turning to [REDACTED] comments about Southern services, I completely agree that the level of disruption that we have seen at London Bridge is unacceptable. Therefore, I have asked Network Rail and the Train Operating Companies using the station for an urgent action plan.

Thank you again for writing to me.

Yours ever,

A handwritten signature in black ink, appearing to be 'Boris', with a stylized flourish at the end.

Boris Johnson
Mayor of London

MAYOR OF LONDON

Rt Hon Chris Grayling MP

Leader of the House of Commons and Lord

President of the Council

Office of the Leader of the House of Commons

1 Horseguards Road

London SW1A 2HQ

Date: 18 MAY 2015

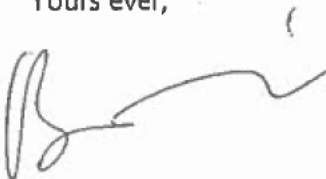
Dear Chris

Many congratulations on your exciting new role as the Leader of the House of Commons and Lord President of the Council.

I have no doubt it will be enormously gratifying to lead the Commons during the first Conservative majority government in 18 years, and your new position rightfully reflects the huge role you played in securing the victory that got us to this point.

Once again, my sincerest best wishes and congratulations.

Yours ever,



Boris Johnson

Mayor of London

Epsom & Ewell Conservative Association
PO Box 164
Ashted
Surrey
KT21 9BS

Boris Johnson
Mayor of London
City Hall
London
SE1 2AA

01 MAY 2015

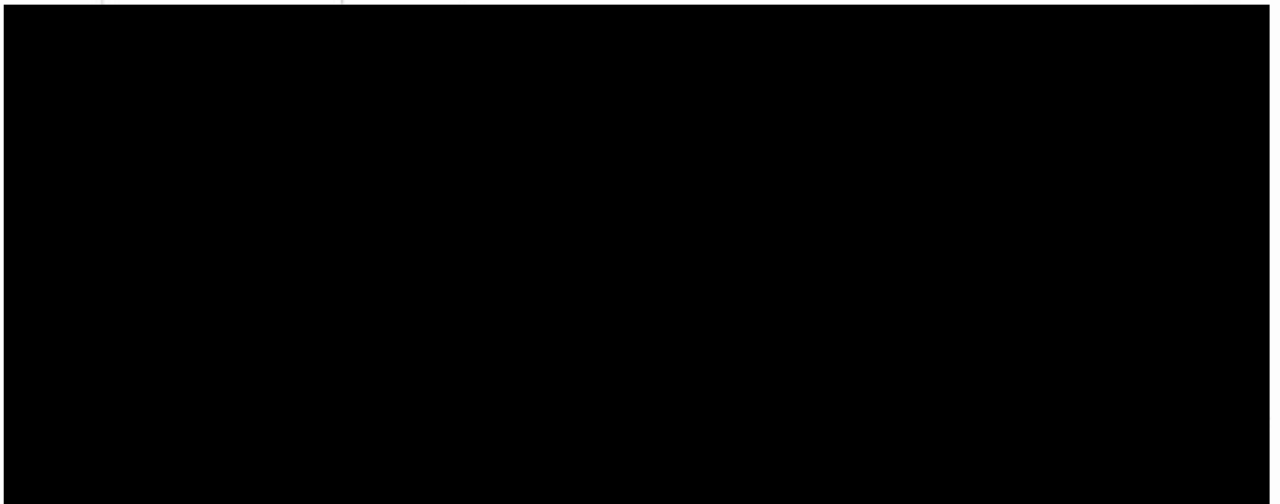
Parliamentary Candidate
Rt Hon Chris Grayling

29 April 2015

2 B-

My constituent [REDACTED] has been in touch with me about the level of fines levied by TfL for relatively minor motoring offences.

Having read [REDACTED] message, part of which is reproduced below, I agree that the level of the fine does seem exceedingly high:



I would be grateful for your comments please before I reply to [REDACTED]

With best wishes



MAYOR OF LONDON

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA060515-5086

Date: 21 MAY 2015

Dear Chris

Thank you for your letter of 29 April on behalf of your constituent [REDACTED] and his concerns about the Penalty Charge Notice (PCN) issued to him.

Following your letter, I asked Transport for London (TfL) to review [REDACTED] case. Unfortunately, TfL was unable to identify the penalty issued to him based on the information provided. Therefore, TfL has written to him directly to request additional information so it can investigate this matter further. Alternatively, [REDACTED] can contact Neil Hassett, TfL's Customer Correspondence Manager on 0207 088 [REDACTED] or at [REDACTED]@tfl.gov.uk to discuss this matter in more detail.

By way of background, TfL is responsible for the TfL Road Network (TLRN), which is a network made up of five per cent of London's road. These are some of the busiest roads in the capital.

TfL enforces restrictions on the TLRN to keep traffic moving in London; it does not do so to raise revenue. TfL's enforcement activity is focused on key locations at peak hours, when traffic contraventions cause more congestion, longer delays and further inconvenience to road users. Blocking yellow box junctions can have a significant impact on the road network, causing delays to motorists, bus users and the emergency services. For this reason, it is critical that TfL keeps these junctions clear for the benefit of all road users. TfL does not make a profit because it reinvests all of its income, including any revenue generated by its enforcement activities, to run and improve its services.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London



Boris Johnson
Mayor of London
City Hall, The Queen's Walk
More London
London SE1 2AA

15 JUN 15

RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

11 June 2015

I am enclosing copies of two messages I have had from Epsom and Ewell constituents about the difficulties they have in linking a Senior Railcard with an Oyster Card. I would be very grateful if someone within TfL would look into this please in order for me to respond to my constituents.

Many thanks.

With best wishes

LONDON OFFICE (for all correspondence)
Telephone: 020 7219 8194

CONSTITUENCY OFFICE
Telephone: 01372 271036

Email address: chris.grayling.mp@parliament.uk

MAYOR OF LONDON

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA190615-8025

Date: 09 JUL 2015

Dear Chris

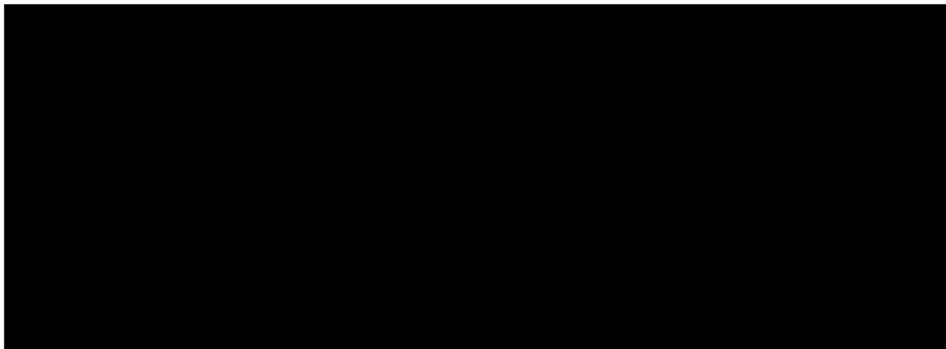
Thank you for your letter of 11 June on behalf of your constituents [REDACTED] about the difficulties they experienced in linking their senior rail cards with their Oyster cards.

I am sorry to hear of the concerns they raised and can understand how frustrating these must have been. I therefore asked Transport for London (TfL) to look into the issue and how the situation might be improved.

As your constituents note, a Railcard discount has to be set on the Oyster card itself, which cannot be done remotely. When a Railcard discount is set on a card, the expiry date of the associated Railcard is added. When the Railcard expires, the discount also expires and full fares will be charged thereafter, until the customer gets a new discount (associated with the new Railcard) set on the card.

This can be done at Oyster Ticket Stops, Tube station ticket offices and larger touchscreen ticket machines (with staff assistance), London Overground station ticket offices, TfL Visitor and Travel Information Centres and some National Rail stations.

You mention that both Oyster Ticket Stops in Ewell Village and the local station Ewell West were unable to apply the discount. A TfL sales manager has now visited the seven Oyster Ticket Stops listed below and refreshed their training, so they should all be able to set the Railcard discounts:



MAYOR OF LONDON

Additionally, following the comments from your constituents, TfL are looking at improving the information on Railcard discounts on the TfL website: tfl.gov.uk/fares-and-payments/adult-discounts-and-concessions/railcards?intcmp=1757#on-this-page-7.

I hope this information is helpful to your constituents and thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London



RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Boris Johnson MP
Mayor of London
City Hall
London
SE1 2AA

10 FEB 2016

8 February 2016

I am writing following a meeting at my surgery on Friday with Epsom and Ewell constituent [REDACTED] is a London Taxi Driver, and I am enclosing a copy of document she gave me with a number of questions about TfL and the city's taxi services. I promised her that I would forward you her concerns and would be grateful for your comments please on the points she has raised.

With best wishes

LONDON OFFICE (for all correspondence)
Telephone: 020 7219 8194

CONSTITUENCY OFFICE
Telephone: 01372 271036

Email address: chris.grayling.mp@parliament.uk

MAYOR OF LONDON

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA120216-5028

Date: 03 MAR 2016

Dear Chris

Thank you for your letter of 8 February on behalf of your constituent [REDACTED] about the regulation of the taxi and private hire trades in London.

I have the utmost respect for taxi drivers, and their skills and knowledge. Our city's taxi trade is seen as the gold standard across the world, and I want to ensure that the industry flourishes for many years to come. In late September, Transport for London (TfL) published its Taxi and Private Hire Strategy, which is available to view on TfL's website at: <http://content.tfl.gov.uk/taxi-and-private-hire-strategy2.pdf>, setting out its vision for the future of taxi and private hire services in London.

It is clear that the growing number of private hire vehicles (PHVs) is significantly contributing to a wider challenge for London, with an increase in traffic congestion, illegal parking and areas of poor air quality. Currently, if an applicant meets the statutory eligibility criteria, TfL is legally obliged to issue a licence. As a result, I have called on the Government to provide further legislative powers for TfL, so it can cap the total number of PHVs in London. It is clear that more must be done to tackle congestion and air quality impacts, especially in central London where PHVs now outnumber taxis during the day.

While the Government has been reluctant to pursue legislation to cap the number of PHVs, I have asked TfL to look into the impact and feasibility of removing the Congestion Charge exemption for PHVs in central London to address these issues. TfL estimates that the number of PHVs within the central London Congestion Charge Zone has increased by over 50 per cent in the last two years, meaning that around one in 10 vehicles entering the zone is now a PHV.

In addition, I have secured a commitment to progress separate legislation to enable TfL to regulate pedicabs, which will help TfL to alleviate the congestion they cause in central London, particularly in the evening.

In relation to your constituent's concerns around safety, I would reassure you that all taxi and private hire driver applicants are subject to exactly the same enhanced Disclosure and Barring Service (DBS) checks, including all Uber drivers, prior to becoming licensed and both are required to meet the Driver and Vehicle Licensing Agency Group 2 medical guidelines prior to becoming licensed.

MAYOR OF LONDON

Both types of vehicles have to be re-licensed annually, and are required to undertake a MOT every six months. The fees applicable are the same too. Taxi drivers are required to wear their badge, as are private hire drivers required to wear their driver ID.

All London's licensed taxis are fully wheelchair accessible. This is a distinctive feature of London's taxis and one which offers an important additional travel option for passengers who require these facilities. This is especially important in areas, or at times, where other transport options might not be available. There is not the same need for PHVs to be fully wheelchair accessible as they are only available when pre-booked, a customer is able to request an accessible vehicle from an operator and the operator can, in turn, seek to provide an appropriate vehicle in advance.

I agree with [REDACTED] point that taxi drivers have to undergo an enhanced driving test in order to be licensed. This is a part of the Knowledge of London process, whereby applicants are required to undergo an advanced test which includes them demonstrating their ability to safely load and unload a wheelchair.

The existing regulations in London require all PHVs to have Hire and Reward (HR) insurance in place when working. Having said this, seasonal variations in customer demand mean that some PHVs are often taken out of operation during quieter times, and the private hire trade have argued that it would be unreasonable to expect drivers to pay HR insurance premiums when their vehicles are not being used for these purposes.

As part of the regulations review for Private Hire, TfL is proposing that HR insurance must be in place at all times while a PHV is registered to an operator. For this proposal to be enforceable, it would need to accord with another proposal, which requires operators regularly to provide details of vehicles that are registered with them, so that TfL can check these with the Motor Insurers' Bureau (MIB). In addition, TfL is also proposing that PHV drivers must carry or display their insurance documents at all times. TfL is already working closely with the MIB to improve accessibility to their database and is confident that these proposals will provide increased safety for customers, as well as a much more efficient and effective method to ensure that all PHVs are properly insured when undertaking private hire bookings.

TfL is also intending to proceed with its requirement for a customer to be able to speak to an operator verbally at all times when journeys are being undertaken. Under this proposal, it will be mandatory for an operator to ensure that a customer can speak to a person to make an enquiry or complaint in relation to booked journeys.

A final decision on the private hire regulations review will be made at the TfL board meeting, which I will be chairing on 17 March.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London

MAYOR OF LONDON

Rt Hon Chris Grayling MP

Leader of the House of Commons and Lord
President of the Council
Office of the Leader of the House of Commons
1 Horseguards Road
London SW1A 2HQ

Date: 21 MAR 2016

Dear Chris

I understand that Parliament may be considering possible venues for it to occupy should there be any extensive renovation of the Palace of Westminster. According to some reports, the Queen Elizabeth II Conference Centre could be one of the venues being considered to host the House of Lords for an 8-10 year period to include modifications and reconfigurations.

This current speculation is of concern both to the venue and to City Hall, as it may impact London's position as a global hub city for conferences. The QEII is a successful events centre, which makes a significant contribution to the London and UK economy, adding £122 million in economic benefit per annum to the economy, employing hundreds of Londoners and delivering profits to the Exchequer.

The meetings, incentives, conferences, and events (MICE) industry is a priority for City Hall and the London economy. It contributes some £12.5bn in economic benefit to the city, employs over 530,000 people across the UK, and creates effective platforms which help to drive export growth. In recent years, my promotional company, London & Partners (L&P), has made considerable investments to grow the sector in London, with some success, moving London from 18th to 6th position in the global city rankings.

L&P is currently developing a long-term tourism strategy for the capital, which will emphasise the need to continue to invest in medium to large venue spaces, particularly in central London where the demand is highest.

London has recently lost the Earls Court Arena, and the Olympia exhibition centre is currently up for sale, and likely to be redeveloped. Any further erosion of large venue capacity would be detrimental to our ability to attract future events to the capital. This could have adverse, knock-on effects for the UK's business clusters and export performance.

Looking at other European destinations, Paris has 13 comparable large venues, Vienna has 5, and so forth. With the loss of the QEII, London would be down one major convention and exhibition venue and would both struggle to compete and lose recent gains.

MAYOR OF LONDON

Therefore, I would respectfully request that you consider ruling out the QEII Centre as a possible site for the House of Lords, on the grounds that its existing purpose is of great strategic importance for the capital.

Yours ever,

A handwritten signature in black ink, appearing to be 'Boris Johnson', with a stylized, flowing script.

Boris Johnson
Mayor of London



Office of the Leader
of the House of Commons



21 APR 16

THE LEADER OF THE HOUSE OF LORDS

Our Ref: MP637080

April 2016

Dear Boris,

Restoration and Renewal of the Palace of Westminster

Thank you for your letter of 21 March regarding the Restoration and Renewal of the Palace of Westminster.

Several options are under consideration, including exploring what space there may be on the Government estate should any potentially be required, however no final decision has been made at this early stage. The Committee is hoping to publish its Report in the coming weeks, after which the two Houses will vote on the way forward. This will give a much clearer picture about Parliament's intentions, and is the more appropriate point at which to consider the next steps.

Yours ever,

Rt Hon Chris Grayling MP
Leader of the House of Commons

Rt Hon Baroness Stowell of Beeston MBE
Leader of the House of Lords

Boris Johnson MP
Mayor of London
City Hall
London
SE1 2AA



RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Sadiq Khan
Mayor of London
City Hall
The Queen's Walk
London SE1 2AA

18 May 2016

D Sir

I hope you are enjoying your new role.

I am writing to you at the request of a number of London taxi drivers who live across the Surrey county boundary in my constituent of Epsom and Ewell. They have asked me to contact you with their concerns about the London taxi trade. A sample email outlining their concerns is enclosed for you, and I would be grateful for your comments please on the issues raised.

With best wishes

Yours sincerely

Chris Grayling

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