

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA070219-5188

4 March 2019

Dear [REDACTED]

Thank you for your request for information which the GLA received on 7 February 2019. Your request has been dealt with under the Freedom of Information Act (2000)

You requested:

...any emails from Heidi Alexander, Nick Bowes, Patrick Hennessy and Jack Stenner between 25 July to 25 August that contain the word 'Crossrail' or 'Crossrail delay'.

Our response to your request is as follows:

Please find attached the information we hold within scope of your request. Please note that some names of members of staff are exempt from disclosure under s.40 (Personal information) of the Freedom of Information Act. This information could potentially identify specific employees and as such constitutes as personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual. It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject.

You may be interested to know that further information on this topic is in the public domain already. TfL have released over 100 documents relating to Crossrail including Board minutes dating back to 2013 following the agreement of a funding and financing deal with the Government and the GLA:

<https://tfl.gov.uk/corporate/publications-and-reports/crossrail-project-updates>

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely

Paul Robinson
Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

From: [REDACTED]@merton.gov.uk]

Sent: 31 July 2018 12:55

To: Heidi Alexander <[REDACTED]@london.gov.uk>

Subject: Meeting request re LB of Merton

Dear Heidi

Cllr Martin Whelton, cabinet member for regeneration, housing and transport, has asked if we can arrange for him to meet with you to discuss Tramlink proposals, Crossrail and Morden town centre – perhaps late August or early September.

I would be most grateful to know of your availability and believe that Cllr Whelton has flexibility for this meeting to take place at your offices or at Merton Civic Centre.

I look forward to hear from your office.

Thank you.

Kind regards

[REDACTED]

[REDACTED]

Labour Group Office

Merton Council

[REDACTED]

www.merton.gov.uk

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postmaster@merton.gov.uk

<http://www.merton.gov.uk>

From: [REDACTED]@unitetheunion.org>

Sent: Tuesday, August 14, 2018 11:46

To: [REDACTED]@london.gov.uk; Heidi Alexander

Cc: Len Duvall; [REDACTED]@unitetheunion.org

Subject: Taxi ranks at Crossrail stations urgent meeting request

Dear Deputy Mayor,

I hope this email finds you well and hopefully I have your correct email address.

I writing to you in my capacity as Unite the union Cab Section Rep and Secretary of the London Cab Ranks Committee (LCRC), and with regard to the lack of taxi rank allocation at the new Crossrail stations.

As of course you know, Crossrail is due to start service later this year. For many months now the London Cab Committee (Unite the union Cab Section, Licensed Taxi Drivers Association and The London Cab Drivers' Club working with TfL Taxi & Private Hire) has been asking for adequate taxi rank allocation at the new Crossrail stations, sadly to no avail I'm afraid. With Crossrail now imminent, the situation re taxi ranks is very urgent.

The latest disappointment has been at Woolwich Crossrail Station where an agreed five cab taxi rank has been withdrawn by the council. Now the closest taxi rank to the new station will be the rank at the existing station, which is over seven minutes walk away. There are also issues with setting down at the new Crossrail station. Greenwich doesn't seem to have any interest in talking to TfL about this. However, we are working with TfL on a new location to propose to Greenwich if one can be found. I have also written to local Assembly Member Len Duvall (copied in) on the matter. This is a situation repeated across the Boroughs.

We believe that there will be a definite need for taxis at all Crossrail stations. Crossrail trains are fully accessible and the stations offer step free access and egress. All London taxis are by requirement accessible transport, which offer an important onward travel option for those that need it. This is the same service that the taxis offer currently at London's main line stations. And is all part of the acknowledged world class service offered to Londoners and visitors by the Capital's taxi service. Not having taxis available at Crossrail stations would seem to go against TfL's own Accessibility policy.

I recently attended an event held at Kings College, where you spoke, looking at the way London's streets will be used in the future. At that event, Transport Commissioner, Mike Brown said that London taxis should be able to move freely around the city. Taxi ranks are an important asset in making this possible. They are also better for the environment as taxis can wait at a designated place rather than having to drive around looking for fares. At the Kings College event, you quite rightly highlighted the current problems of congestion caused by private hire vehicles cruising within the Congestion Zone without a booking. We believe that having a properly accommodated taxi service is an important part of the solution for fighting congestion in London.

Because of the above, I am therefore requesting an urgent meeting with yourself to discuss and seek a solution to the urgent issue of taxi ranks at Crossrail stations and other places. As I said, taxis are an an important, accessible part of London's transport infrastructure, which needs support and accommodation at projects such as Crossrail.

Many thanks, and I look forward to hearing from you.

Yours faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

Unite the union London Cab Section

[REDACTED]

Paul Robinson

From: Alexander Heidi [REDACTED]@london.gov.uk>
Sent: 21 August 2018 10:40
To: Nick Bowes; [REDACTED]; Jack Stenner; [REDACTED]
[REDACTED]; Jules Pipe
Cc: Government Relations
Subject: Re: Thread from Matthew Pennycook criticising TFL and a planning decision at City Hall

Matt texted me before he sent the tweet. I've pasted the text exchange below (I went back to him today, he texted me on Sunday evening):

Hi Heidi, hope all's well. [REDACTED] and have caught up on the story earlier this week about TfL's proposed changes to central London bus services. The scale of the cut to the 53 from Woolwich to Whitehall is not clear to me but just wanted to let you know that I will robustly oppose any cuts to that service. It's a lifeline for my deprived/overwhelmingly BME constituents in Woolwich/Plumstead/Charlton and with Crossrail Woolwich looking like it has been designated Zone 4 (and so completely unaffordable for most of them) it is going to be more not less important going forward. Will probably tweet something about it tomorrow then follow up in writing to you/Sadiq. No need to respond just wanted to give you a heads up as a courtesy. I think we're meeting at some point soon so can discuss further then. Best, Matt

Hi Matt – [REDACTED] and just got your text. I can respond in more detail when I am back (suggest you write formally if you haven't already, so it can be properly tracked). I think the proposal for the 53 is to stop the route at County Hall as opposed to Whitehall (with a very minor reduction to frequency, whilst protecting the morning peak). Basically TfL are running lots of buses with spare capacity through central London which is bad for congestion, emissions and isn't an efficient use of (dwindling) resource. Given that people can change using the hopper ticket for no extra cost and there are a lots of buses which will still cross Westminster Bridge to Whitehall, I think there is a case for adjusting the network. The 453 follows the same route as the 53 from Deptford Bridge and will still go to Whitehall, so changing in Deptford or New Cross could be an option if someone gets on at the first stop on the route and is worried about the hour restriction on the hopper fare. We have modelled these changes v carefully and overall they broadly protect journey times (a 20 min journey will take on average 12 secs longer) – the bus on bus congestion in central London is a real issue and we do need to tackle it. Anyhow, it's all subject to consultation – we were just starting pre-engagement work with the boroughs and someone clearly leaked it to your local blogger guy. I'm sure TfL would be happy to meet you to talk it all through. Speak soon. Heidi

From: Nick Bowes
Sent: Monday, August 20, 2018 5:12:18 PM
To: [REDACTED]; Jack Stenner; [REDACTED]; Jules Pipe; Heidi Alexander
Cc: Government Relations
Subject: RE: Thread from Matthew Pennycook criticising TFL and a planning decision at City Hall Adding Heidi

From: [REDACTED]
Sent: 20 August 2018 15:08

To: Jack Stenner [REDACTED]; Nick Bowes [REDACTED]; [REDACTED]
[REDACTED] Jules Pipe
[REDACTED] >

Cc: Government Relations [REDACTED]

Subject: Thread from Matthew Pennycook criticising TFL and a planning decision at City Hall
<https://twitter.com/mtpennycook/status/1031534557760299009> (2x screen grabs below)

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Twitter, Inc. [US] | <https://twitter.com/mtpennycook/status/1031534557760299009>

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Home Moments Notif

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Matthew Pennycook MP @mtpennycook
The first (and all credit to @853London for the to propose/consult on big changes to a numb including the 53 that runs from Plumstead all t

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Matthew Pennycook MP @mtpennycook
I appreciate that they are facing cuts like other surprised that TfL are proposing cuts of any ki

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Matthew Pennycook MP @mtpennycook
There is no doubt in my mind that any cut to s news for huge numbers of people living in Bla Plumstead.

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Matthew Pennycook MP @mtpennycook
Indeed, as things stand in rush hour most 53 b by the time they get up the hill to Charlton. W this route, not cuts to services.

3 1 3

Matthew Pennycook MP @mtpennycook
But my main concern is the impact on the larg get up at the crack of dawn to make the long j 53 to work low-paid jobs (if you think I'm exag 6.30am one morning and see for yourself).

2 3 4

Matthew Pennycook MP @mtpennycook
For them, the long journey on the 53 all the w of transport that is affordable into central Lon indispensable.

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Matthew Pennycook MP @mtpennycook
As such, difficult to escape the conclusion that working-class constituents and at the very mo

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Twitter, Inc. [US] | <https://twitter.com/mtpennycook/status/1031534557760299009>

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Home Moments Notif

Expect more from me on this one in the days a

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Matthew Pennycook MP @mtpennycook
The second issue is the Mayor's decision to bl decision to throw out Rockwell's proposals for the application to City Hall for determination.

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Matthew Pennycook MP @mtpennycook
While I fully understand the pressure the Mayc our city as the market falters, I'm deeply disap not to back Greenwich Council and stand behi strong objections to the proposed scheme.

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Matthew Pennycook MP @mtpennycook
I will of course look carefully at any modificati secure over the coming weeks/months and I tr consultation with local residents and communi developer.

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Matthew Pennycook MP @mtpennycook
However, City Hall must appreciate that there i we not compromise on the vision set out in th masterplan.

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Matthew Pennycook MP @mtpennycook
That is why it's crucial that development across opportunity area, including any modified prop vision of an exemplary urban district set out in

1 1 1

Matthew Pennycook MP @mtpennycook
For Rockwell's site that means not only a high a modified dwelling mix, but also reductions ir If that requires reductions in the total number what needs to happen.

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