

News from Joanne McCartney AM

Representing Enfield & Haringey March 2009



Cycle Parking Investigation

The availability of cycle parking and the security of parked bikes still are people's biggest concerns when it comes to cycling.

I was therefore tasked by the GLA's Transport Committee to investigate these issues further and identify ways to improve and increase the provision of good quality cycle parking... and this is where you come in: what do **YOU** think about cycle parking at home, at work and 'out and about'?!

If you have any views, positive or negative, please complete the following survey by 24 April:

www.london.gov.uk/assembly/scrutiny/transport_cycleparks.jsp

Save Our Ticket Offices

First Capital Connect are planning to reduce the hours that their tickets offices are open at eight stations in Enfield & Haringey. I have been campaigning with colleagues and the TSSA & RMT to stop these closures going ahead.

A particular concern is safety, as stations would be un-staffed at night. I have written to Lord Adonis asking him to intervene in this issue. This follows his intervention in South West Trains' plans to cut ticket office opening hours at 114 of their stations, where he stressed that SWT would be expected to "fully and consistently" staff stations according to his ruling.

I hope the Government will recognise the benefit if staffing stations at evenings and weekends and will deny First Capital Connect the chance to make these cuts.

You can help this campaign by also writing to Lord Adonis, asking him to stop these



ticket offices from being closed. You can contact him at: andrew.adonis@dft.gsi.gov.uk or www.dft.gov.uk or Department for Transport, Great Minster House, 76 Marsham Street, London SW1P 4DR

Total Crime In London At 10 Year Low

The latest figures reveal that crime in London is continuing to fall with clear reductions in knife and gun crime, robbery, and hate crime. Overall crime has fallen for the sixth consecutive year and is now at the lowest level for ten years.



Londoners and those who visit London can be reassured that the Capital is continuing to get safer with gun crime down by 26% and knife crime down by over 12% compared with 2007. Further, robbery has been reduced by over 17% with over 6,900 less robberies compared with 2007.

The percentage of crimes resulting in the offenders being charged, cautioned or receiving another penalty has also risen with the 'sanctioned detection' rate exceeding once again the Metropolitan Police Authority target of 24%, at 26.6%.

I am delighted that crime across the capital is falling, thanks to the efforts of our police officers and PCSOs. I am especially happy with the 32% fall in robbery in Enfield and 42% fall in Haringey.

Free 24 Hour Travel For The Elderly

I am delighted that the extension to the council-funded Freedom pass scheme was agreed as part of a five-year agreement negotiated between London's councils and Transport for London.

Each year London Boroughs pay Transport for London and rail operators in the capital to allow older and disabled residents to use their services free of charge. The government passes a proportion of the national funds for free travel for the over 60s onto local councils as part of the national scheme.

I am however disappointed that the pass does not apply to over-ground rail operators before 9.30am (excluding London Overground), especially as for many of my constituents they are not served by tube services.



Cash Boost for Lordship Recreation Ground

Lordship Lane Recreation Ground was awarded £400,000 by the GLA following a public vote over the past few months. There are exciting plans afoot at Lordship Rec and the Parks grant will help to bring them to fruition:

- The River Moselle, now in a concrete pipe, would be restored to an open river;
- New city farm, play area and café;
- Wildflower meadows;
- Restore the Park's historic features.

I am looking forward to the improvements in the Rec that we shall hopefully begin to see in the coming months.

However, I am concerned that the Mayor is allocating funding based on a public vote, pitting one area of London against another, rather than the need of Londoners.

In this instance, Arnos Park in Enfield which is also in need of investment, lost out. I hope that the Mayor will show some leadership in the future and assess the spending of public money on clear and transparent criteria.

Pedestrians must speed up

Boris Johnson has put forward plans to shorten the "green man" phase at pedestrian crossings by up to six seconds in his aim to improve traffic flow. I know that those promoting walking in the capital, those representing the elderly and mobility impaired are extremely concerned at this move. I am particularly concerned that the green man phase should not be cut around schools as it may create unnecessary dangers when a large number of children are going to, or leaving, school.

Together with allowing motorcycles into bus lanes to the concern of cyclists many believe that Mayor's aim for London transport is becoming clearer: anyone who cycles, walks or prefers public transport will lose out.



Mayor suspends Phase 3 Low Emission Zone

The Low Emission Zone currently targets the most polluting lorries over 3.5 tonnes, buses and coaches, and has proved effective.

Phase three of the scheme was due to start in October 2010 and would have tackled pollution from smaller vehicles such as vans and minibuses.

Air pollution in London Already results in over 1,000 premature deaths a year and causes long-term damage to children's lungs.

Given that the Mayor has a statutory duty in relation to public health and that his transport policy is one of the few ways he can directly impact on this, I believe this is a retrograde step.

Dial – a – Ride – Your Views

As a member of the Assembly's Transport Committee I have been involved in our current investigation into the performance of the dial-a-ride service. This month we questioned Transport for London, who run the service, Transport for All and Unite, who represent many of the drivers and call centre workers.



We also heard from users of the service, whose difficulty in gaining access to the service was clearly spelt out to us – long waits on the telephone, inability to book return journeys, regular journeys and group bookings. It was clearly apparent from the evidence we heard that the introduction of a new computerised system for accepting bookings had produced some unintended consequences; illogical routes and stops for drivers, different minibuses being sent to the same address to pick up passengers going to the same destination, outward journeys being offered but no return journeys.

I raised the issue of users being unable to book regular journeys and how this isolated many users who had a weekly lunch club or day centre to attend. I was pleased that TfL said they were going to move a proportion of their rides back to regular users over the next few months.

Our committee will be producing a report on the evidence we have gathered and have agreed to return to this issue on a regular basis with the expectation that there will be improvement in this vital service. All agreed that when users received the service it was extremely good and the quality of the drivers excellent.

If you are a user or have any thoughts on dial-a-ride please let me know and I will feed your comments into our future work.

Wood Green Tube Station

I am extremely disappointed that step-free access at Wood Green station has been deferred without any specifics as to when these works will take place in the future.

Wood Green station is a major transport interchange with the bus network and step-free access would greatly aid travel for those with impaired mobility.

Mayor Livingstone aspired to make one third of the network step free by 2013, including Wood Green, but Mayor Johnson, has not provided the funding to complete this work. I shall continue to press the Mayor to make the tube network fully accessible to everyone.



Cycle Funding

I was surprised that Enfield Council has said it is not supportive of a cycling scheme in Enfield that has already been agreed by TFL. In addition the funding for the scheme is being provided by TFL.



I am investigating further but I have been able to elicit some information from the Mayor.

In Enfield two schemes are being funded in 2009/10. These are both located on Link 53 which runs across the borough from the borough boundary with Barnet on Cat Hill to the borough boundary with Waltham Forest on Lea Valley Road.

- **Link 53 – Cat Hill Roundabout (£50k)**
- **Link 53 – Enfield Town Centre (Church Street between Chase Side and The Town) (£115k)**

However these two schemes are unlikely to progress as they do not have Council support so the borough is planning to reallocate funding elsewhere subject to TfL approval.

In Haringey I was disappointed to discover that cycle funding as part of the London Cycle Network plus project (LCN+) to Haringey has been cut. However, three schemes are to be funded in 2009/10 and they are:

- **Link 79 - Bounds Green Road j/w Truro Road (£37k)**
- **Link 81 - A1 to Alexandra Palace (£164k)**
- **Link 83 - Green Lanes (£100k)**

Jacksons Lane Future is Secured

Following extensive lobbying from myself and others, funding from the Arts Council has been guaranteed for the next financial year. This follows a pledge by Haringey Council to provide Jacksons Lane with an additional £55,000 of core revenue funding.

I am delighted by this decision that will allow Jacksons Lane to continue to operate into 2010 and hopefully beyond that. I want to pay tribute to Haringey Council who have put money into the centre and local supporters who have been lobbying the Arts Council for funding.

We will need to keep the pressure up however, so that longer term plans and funding are put in place for future years.

Contact me...

If you would like to raise an issue about life in Enfield & Haringey or invite me to your local group or campaign meeting then please do get in touch via:



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