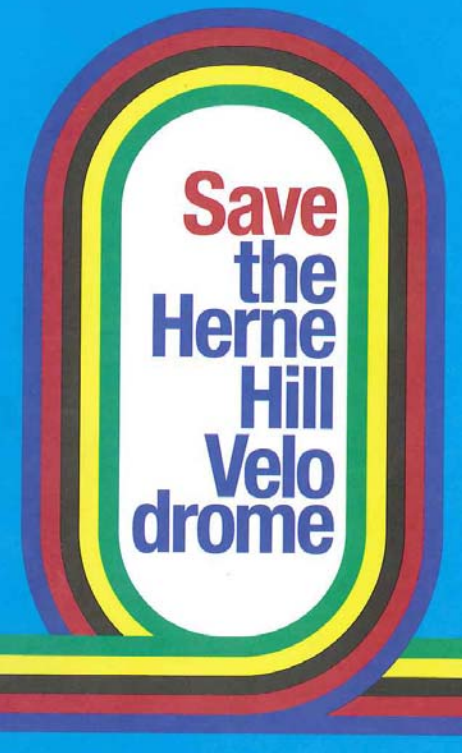




Valerie Shawcross

Tough times for our communities



I recently attended a 450 strong public meeting in support of the restoration of Herne Hill Velodrome. We are lucky to have such a famous and historic sporting venue in our area and with the impending Olympics there is a real chance to give the venue—a fantastic youth facility—a new lease of life.

Community asset

The track at the velodrome needs to be resurfaced at a cost of £190,000 and if this is not done then a great sporting and community asset could become unusable by next year. For more information please see www.savethevelodrome.com

Sorting out Streatham High Road

In the summer, I brought together Transport for London and key Council staff (including Town Centre manager Angelina -pictured) to discuss the condition of Streatham High Road - which is a TfL 'Red route'.

An improved environment

As well as identifying some improvements that could be made to pedestrian crossings and the poor condition of sections of the road, we inspected TfL's attractive environmental improvement works on large stretches of the A23. These include removing railings, resurfacing and relaying the pavements which has really improved the streetscape for shoppers.

Down the Dip

However, the area known as the 'Dip' is still in a very poor condition. I think this badly affects shops and businesses and I will continue to lobby for the whole of the A23 in Lambeth to be upgraded - making it safer to cross, more pleasant to shop alongside and easier to travel along.



This is my first Annual Report to you since the General and Local elections in May 2010, where we saw a lot of change happen both locally and nationally. We are now waiting to hear what the new coalition government Comprehensive Spending Review (CSR) will mean for local services, but already cuts are taking place which will affect Lambeth and Southwark residents.

Best deal

My job as your London Assembly Member in these tough times is to fight hard on your behalf to get the best deal I can for Lambeth and Southwark during this government led 'austerity drive'. I will work with local councils to defend our local services. I will continue to back the Southwark MPs' campaign to maintain 1000 police officers in the borough. I will continue to work with local communities to get their vital local bus services improved, like much needed extensions to the 255 and 63 and better reliability on the ever-troubled 343. I will continue to call for underground stations and their ticket offices to retain appropriate staffing levels, for the sake of both passenger security and staff welfare.

Difficult decisions

I have a new role this year as I have been appointed as a member of the Metropolitan Police Authority (MPA) and will no longer be a member of the London Fire and Emergency Planning Authority (LFEPA). While I am sorry to be leaving LFEPA, which I chaired for many years, I am looking forward to supporting our police in their difficult job and upholding their links with local communities.

This year I have again been appointed Chair of the Assembly Transport Committee and will seek to use the opportunities this role offers me for the good of London's travelling public.

On your bike?

The committee this year will be scrutinising the Mayor's cycling policies and whether they will encourage more Londoners' to get on their bikes, and accessibility for people with mobility problems who wish to use London transport. There is more on this inside so do read on.

Local issues

In my constituency, I have been supporting local aspirations, including lobbying for the future of Herne Hill velodrome, calling for improvements at rail stations like Crystal Palace, working with Southwark Council on the Thames Tideway tunnel issue. I'm also opposing TfL's plans to remove a number of pedestrian crossings and calling for the cycle hire scheme to be brought further south of the river to areas like Stockwell and Camberwell.



Val is fighting against cuts to bus services and tube ticket office opening hours reductions—like those at Kennington.

Supporting our police

This year, instead of my previous role sitting as a member of the London Fire and Emergency Planning Authority I have been appointed as a member of the Metropolitan Police Authority.

MPA will certainly have an interesting and challenging time ahead.

Southwark Police 1000

I'm also supporting the Southwark 1000 police campaign, alongside Southwark's MP's, to lobby to maintain police numbers in the borough.



Front line policing

This is a critical time for the Metropolitan police as they work to deal with up to 25% funding cuts. The police are critical to our wellbeing in Lambeth and Southwark and London as a whole, and we must defend their ability to undertake crime prevention work as well as responsive policing. The

Get in touch:

Here's what I think about:

If you do not wish to be kept informed about Val's work at the London Assembly, please tick here.

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The End of the Line

Surrey Canal Road station and South London Line train service both dropped in double blow for South London

Transport supporters across Lambeth & Southwark have been dealt a double whammy as the new government and TfL have declined to fund two important transport initiatives.

service is withdrawn in 2012 was also denied funding, despite costing a small amount in terms of transport infrastructure.

Clapham High Street

Longer distance train services from Kent will instead call at Peckham Rye and Denmark Hill, but this will leave Wandsworth Road and Clapham High Street without a link to Victoria—an issue which we will continue to lobby on.

I, along with cross party colleagues, am hugely disappointed with these decisions. We will continue to push for these initiatives to be revived, but with the Comprehensive Spending Review due imminently, obtaining funding for projects like these will be increasingly difficult.

Bad news for Millwall fans

A new London Overground station at Surrey Canal – ideally placed to serve Millwall’s New Den—will not be built during construction of the line after ministers decided that the business case was not good enough—though it has been described as ‘spectacular’ by Mayor Boris Johnson. In addition, a part-replacement rail service for the South London ‘loop’ Line service (London Bridge to Victoria via Denmark Hill) when the existing



Surrey Canal Road and South London Line campaigners are left disappointed.

Just the ticket—or perhaps not

Tube stations across Lambeth and Southwark are set to have their ticket office opening hours slashed or even closed completely and Waterloo and Kennington look to be two stations bearing the brunt of this policy.

There are plans to close two of Waterloo’s four tube ticket offices permanently, including the office at the York Road entrance. At Kennington, opening hours will be reduced from the current 8am to 8pm to just over three hours at the morning peak – from 7am to 10.45am. All the Clapham stations’ ticket offices will close at 7pm or shortly afterwards. The Mayor is proposing to cut up to 800 jobs from ticket offices and gate lines. Despite reassurances I am not sure how these reductions can fail to impact on passenger services.

Staff presence?

People value the presence of staff in ticket offices, it is reassuring to know where to find a member of staff in the event of an emergency or if you need information. I believe people will feel less comfortable about using tube stations, particularly later at night. I was recently joined at City Hall by campaigners for the charity ‘Transport for All’ who say that adequate staffing at stations is crucial to some mobility impaired passengers being able to use the underground. I will continue to press for this proposal to be reconsidered.



Transport for All at City Hall.

Up your *Street*

Sometimes my written Mayor’s questions come up with surprising information. Recently a question about accident figures revealed that a number traffic junctions with high accident numbers are all on junctions for which TfL are responsible within Lambeth.

Accident worries

I’ve now asked further questions about TfL’s strategy to reduce these accident numbers and also asked for similar information for the TfL road network in Southwark.

You may have seen news coverage on TfL’s plans to remove 145 sets of traffic lights across London—around half of which include pedestrian crossings.

Petitioning parents

Members of the Riverside Parents’ and Carers group joined me earlier in

the summer to protest against the removal of the crossing near Potters Field Park and the Unicorn children’s theatre. Petitions against crossings being removed are also gaining support in Clapham, where plans are afoot for taking out crossings on Clapham Common Northside. I have asked further questions of the Mayor on this and will be pressing for the retention of key pedestrian crossings.



Val at the crossing in Tooley Street.

In *Committee*

As Chair of the London Assembly Transport Committee again this year, I will be taking a close look at Mayoral policies aimed at encouraging the use of ‘greener’ transport like walking and cycling and making the network more accessible for people with disabilities.

The Committee has held some lively sessions inviting mobility impaired travellers to come and share their experiences. Contributors were very complimentary about the progress that has been made in recent years, such as new low floor buses and audio-visual announcements.

Bus driver training improvements

However, there were concerns about

bus driver awareness of the needs of disabled passengers and as a result committee members and I attended a session of bus driver equality training. We will now be making recommendations for how this might be improved! It was also agreed that access on the Underground needs to be prioritised and we will be fighting for this in the context of TfL’s spending constraints.

‘Super’ highways?

Currently the Committee is looking at the Mayor’s Cycling policies and asking if the Cycle Hire Scheme and Cycle Superhighways really will get people cycling more. The first of these runs through Clapham and has proved

controversial not least because of its lurid colour!



I’d like to hear views from cyclists—whether you’re new to two wheels or a seasoned pedaller—please get in touch—

www.london.gov.uk/assembly/cycling

On the *Buses*

As well as doing strategic work on issues like opposing bus fare rises and monitoring service levels on London’s bus network. I continue to support calls for improvements to a number of local bus routes.

Route P12—Parents and children from St Francesca Cabrini Primary School have complained that the P12 frequently terminates early at Brenchley Gardens, rather than by the school. TfL have blamed roadworks for the problems and say the route should be improving.

Route 63— Peckham Rye ward councillors have been in touch with me to re-ignite lobbying to extend the 63 to Honor Oak Park station—

thereby improving links with the new London Overground services. With reductions in TfL subsidy even this small extension is not being treated positively but the battle goes on...

Route 343—This route has a long history of problems with reliability, speeding and overcrowding and unfortunately despite TfL promising to provide extra journeys, the issues are continuing. I am working with local residents’ groups and councillors to get TfL to pay more attention.

Route 255—negotiations between Lambeth and Wandsworth councils over the proposed extension of this service are ongoing and I am lobbying Transport for London to get this extension put in place.