

Transport for London

Minutes of the Meeting

Committee Rooms 4-5, City Hall, The Queen's Walk, London
10.00am, Wednesday 25 September 2013

Members

Boris Johnson
Isabel Dedring
Peter Anderson
Sir Brendan Barber
Richard Barnes
Charles Belcher
Brian Cooke
Baroness Grey-Thompson DBE
Angela Knight
Eva Lindholm
Daniel Moylan
Bob Oddy
Steve Wright

Chairman
Deputy Chair
Member
Member
Member
Member
Member
Member (for part)
Member
Member
Member
Member

Staff

Steve Allen
Howard Carter
Leon Daniels
Richard De Cani
Vernon Everitt

David Goldstone
Sir Peter Hendy CBE
Terry Morgan
Andrew Pollins
Clive Walker
Julian Ware

Shamus Kenny

Managing Director, Finance
General Counsel
Managing Director, Surface Transport
Director of Transport Strategy and Policy, Planning
and Communications
Managing Director, Customer Experience, Marketing
and Communications
Chief Finance Officer
Commissioner
Chairman, Crossrail Limited
Director of Finance, Rail and Underground
Director of Internal Audit
Senior Principal, Commercial Finance
Head of Secretariat

61/09/13 Apologies for Absence and Chairman's Announcements

Apologies for absence had been received from Sir John Armitt CBE, Roger Burnley, Michael Liebreich and Keith Williams. Apologies for lateness had been received from Angela Knight.

Mike Brown, Managing Director Rail and Underground and Michèle Dix, Managing Director Planning were also unable to attend the meeting.

62/09/13 Declarations of Interest

The following interests were declared: Peter Anderson as a director of the Canary Wharf Group plc in relation to Crossrail and the Jubilee line upgrade; Richard Barnes as a Councillor for the London Borough of Hillingdon; Charles Belcher as a member of Atos Origin Advisory Council on Transport; Baroness Grey-Thompson DBE as a member of the London Legacy Development Corporation; Angela Knight as Chief Executive of Energy UK and a director of Knight Rail; Michael Liebreich as Chief Executive Officer of Bloomberg New Energy Finance; Daniel Moylan as a Councillor for the Royal Borough of Kensington and Chelsea, Chairman of Urban Design London and a non-executive director of Crossrail Limited; Bob Oddy on taxi related issues; and Steve Wright on matters relating to private hire vehicles.

63/09/13 Minutes of the Meeting held on 3 July 2013

The minutes of the meeting held on 3 July 2013 were approved as a correct record and the Chairman was authorised to sign them, subject to removing Steve Allen from the list of staff in attendance.

64/09/13 Matters Arising and Actions List

The Actions List was noted.

65/09/13 Commissioner's Report

Sir Peter Hendy introduced his Report, which provided an overview of major issues and developments since the report to the meeting on 3 July 2013, and updated Members on significant projects and initiatives.

He outlined the benefits for tube passengers of longer operating hours and an increased train service on the Waterloo and City line and the more frequent service on the Central line, which went up to 34 trains per hour in the peak service.

To address the significant challenges for the signalling system proposed for the Sub-Surface Railway (SSR) Upgrade, senior managers from London Underground and the signalling contractor were meeting to review the current status and expedite the technical solution and delivery strategy, to achieve the required capacity uplift benefits by the overall completion date of 2018. Members would be updated on the progress of the SSR Upgrade signalling discussions. **[Action: Mike Brown]**

Leon Daniels updated Members on the investigation into the serious collision on 22 September involving a New Bus for London and expressed TfL's regret to all parties involved. There was no evidence that there was a fault with the vehicle. Members asked about the New Bus programme. Leon Daniels confirmed that TfL was in discussion with Wrightbus about its capacity and with other bus manufacturers to build similar vehicles and two-door variants. An update would be provided to the next meeting. **[Action: Leon Daniels]**

Sir Peter Hendy highlighted the action being taken to tackle HGV-cycle safety in London.

To assist customers, TfL was making it easier for people to get refunds for disused Oyster cards. TfL was also publishing more information on tfl.gov.uk to further improve its openness and transparency.

TfL was consulting on proposals to stop accepting cash fare payments on London buses. Members were informed that drivers were trained to recognise and take appropriate action to protect vulnerable users. Consideration was also being given to the ability to allow vulnerable users to dip into their Oyster card deposit if the balance on the card was not sufficient for the fare. A paper would be submitted to the Surface Transport Panel on the cashless bus proposals, including the safeguards for vulnerable users.
[Action: Leon Daniels]

Members congratulated officers on the successful issuance of a 20 year £300m bond and welcomed the progress on the Croyley Rail Link.

Travel demand management was discussed, both in relation to everyday use to alert the public to hot-spots and for major events. The Mayor supported the need for the GLA to work with TfL to agree appropriate routes for major events and to develop a calendar. This would help keep disruption to a minimum and enable TfL to reschedule any planned work or maintenance in the affected area and give the public and businesses sufficient warning.

The Board noted the Commissioner's Report.

66/09/13 Operational and Financial Performance and Investment Programme Reports – First Quarter 2013/14

Steve Allen introduced the paper, setting out the performance monitoring reports for the first quarter of 2013/14 (1 April – 22 June 2013). The presentation of data in both reports had been reviewed and had been revised to present the information in a format more consistent with the budget.

The highlights from the report were:

- fares income was almost on budget. While London Underground (LU) ridership was slightly down, the quarter 2 figures indicated that this was now on target. There were small underspends on operating and capital budgets but broadly speaking TfL was close to budget and its investment performance close to target;
- 94 per cent of projects were forecast to be delivered within authority and 94 per cent of milestones were on or ahead of target;
- 19 S stock trains had been delivered to London, with nine new trains operating in peak hours on the Hammersmith and City line;
- Bank station: The contractor had been appointed. The innovative contractor engagement procurement process had achieved substantial savings over the budgeted project cost and with increased benefits;
- Northern Line Upgrade: A major milestone had been achieved on 23 June when the High Barnet to Highgate section of the line entered revenue service using the new signalling system;

- lining work on the Baker Street to Bond Street Tunnel had commenced, with minimal disruption arising from a very limited number of weekend closures;
- escalators at Victoria, Highgate, Canary Wharf, Westminster, Leicester Square and Waterloo, and a lift at Green Park were all brought into use in the quarter to programme;
- the Victoria Station Upgrade was progressing well. Members were invited to see the work in action;
- TfL was pioneering the use of electric buses by taking advantage of significant advances in battery technology and battery management and the ability to have charging points at depots and quick charge points at termini and bus stops. Two single deck electric buses would shortly enter service and four more were to be built in the UK for 2014;
- the complex and challenging work for the Hammersmith Flyover, Phase 2 would start in October. There would be no day time closures and night time and weekend closures to the flyover and surrounding roads would be kept to a minimum. TfL was awaiting further information from the proposers of the Hammersmith Flyunder scheme;
- Barclays Cycle Hire Expansion Phase 3 would see expansion into south west London and additional docking stations in the existing area;
- reliability and percentage of services operated across the business remained good. Recorded crime levels on LU and the Docklands Light Railway were on target. Increases were expected as the target had not taken into account the extra resources deployed during the 2012 Games. A British Transport Police national crime initiative, Operation Magnum, was tackling the theft of possessions and would help further reduce crime over time;
- there was an improvement in the LU and Overground accident frequency rate, driven by a reduction in slips, trips and falls, which was helped by signage and awareness campaigns; and
- customer satisfaction across the businesses remained good. Leon Daniels was comfortable but not complacent on the Cycle Hire and Dial-a-Ride figures. Cycling rates continued to grow across London and a better measure, which reflected the growing use of routes not on the TfL road network, was being developed.

Terry Morgan presented information on the progress of the Crossrail project. He highlighted that while the project was complicated, he was confident that the organisation had identified and mitigated against the major risks. He expected the project to be delivered on time and within its funding envelope, based on the IP0 target of not using any contingency held by TfL.

Tunnelling would be 50 per cent complete in 2014 and finished in 2015. All systems contracts had been awarded and design started and the Rolling Stock procurement was on schedule for award in 2014.

There were 9,000 people working directly on Crossrail at over 40 construction sites and throughout its supply chain, it was supporting the equivalent of 55,000 jobs around the UK and had engaged 260 apprentices.

The Mayor, TfL and Crossrail Limited supported step-free access to all Crossrail services. However, this would take time and additional funding where Crossrail would be serving existing stations which had not had accessibility specified in the Crossrail Act. The Mayor was in discussion with the Secretary of State for Transport. TfL and the Department for Transport aimed to develop a programme that targeted the remaining stations with the greatest passenger numbers first. All stations would be staffed during operational hours so passengers received the assistance they required.

Members were keen that organisational strength and the engineering, construction and procurement skills developed on this project should seamlessly transfer to other major infrastructure programmes in London and the UK.

Members thanked Terry Morgan for the update. Future updates on Crossrail would be incorporated into the Investment Programme Report.

The Board noted the reports.

67/09/13 Report of the meeting of the Safety and Sustainability Panel held on 16 July 2013

The Chairman of the Panel, Charles Belcher, gave an update to the Board on the meeting of Safety and Sustainability Panel, held on 16 July 2013.

The Board noted the report.

68/09/13 Report of the meeting of the Finance and Policy Committee held on 18 July 2013

The Chairman of the Committee, Peter Anderson, gave an update to the Board on the meeting of Finance and Policy Committee, held on 18 July 2013.

The Board noted the report.

69/09/13 Any Other Business the Chairman Considers Urgent

As provided for under section 100B(4)(b) of the Local Government Act 1972, the Mayor agreed that an additional item of business, requesting a delegation of authority to the Finance and Policy Committee relating to land acquisition for the Northern Line Extension to Battersea, should be considered as a matter of urgency. The reason for urgency was that a decision on the acquisition of land was required before the next meeting of the Board on 6 November 2013.

70/09/13 Northern Line Extension – Delegation of Authority to the Finance and Policy Committee

Howard Carter informed Members that progress had been made in negotiations for the early acquisition of land from and entry into related commitments with a number of land owners affected by the extension of the Northern line to Battersea. A delegation to the Finance and Policy Committee was sought so that commitments could be given ahead of the Public Inquiry.

The Board delegated authority to the Finance and Policy Committee to take decisions relating to the acquisition of land and entry into related commitments in respect of the Northern Line Extension to Battersea.

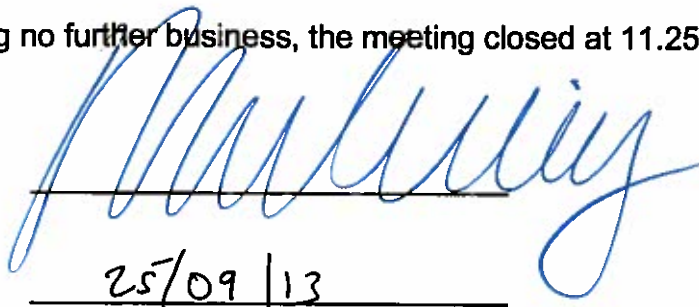
There was no other business to discuss that was not included on the agenda.

The next scheduled meeting would be held on Wednesday 6 November 2013 at 10.00am.

There being no further business, the meeting closed at 11.25am.

Chair:

Date:



25/09/13