

Transport for London

Minutes of the Meeting

Committee Rooms 4-5, City Hall, The Queen's Walk, London
10.00am, Thursday 20 September 2012

Members

Boris Johnson	Chairman
Isabel Dedring	Deputy Chair
Peter Anderson	Member
Sir John Armitt	Member
Richard Barnes	Member
Charles Belcher	Member
Christopher Garnett	Member
Baroness Grey-Thompson	Member
Michael Liebreich	Member
Daniel Moylan	Member
Bob Oddy	Member
Patrick O'Keeffe	Member
Steve Wright	Member

Staff

Steve Allen	Managing Director, Finance
Mike Brown	Managing Director, Rail and Underground
Howard Carter	General Counsel
Andrew Pollins	Acting Chief Finance Officer
Leon Daniels	Managing Director, Surface Transport
Michèle Dix	Managing Director, Planning
Vernon Everitt	Managing Director, Marketing and Communications
Peter Hendy	Commissioner
Terry Morgan	Chairman, Crossrail Limited (for part)
Clive Walker	Director of Internal Audit
Shamus Kenny	Head of Secretariat

46/09/12 Apologies for Absence and Chairman's Announcements

Apologies for absence had been received from Roger Burnley, Eva Lindholm and Keith Williams.

The Mayor welcomed Sir John Armitt, Richard Barnes, Roger Burnley and Michael Liebreich to the Board. As this was the first meeting of the Board since the end of the 2012 Games, the Mayor thanked and congratulated TfL, the Commissioner, Chief Officers, all staff and contractors for the huge part that they had played in the success of the London 2012 Olympic and Paralympic Games.

47/09/12 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; Sir John Armitt as Chairman of the Olympic Delivery Authority, non-executive director of the Berkeley Group, an advisory panel member of PwC and an advisory Board member of Siemens; Richard Barnes as a Councillor for the London Borough of Hillingdon; Charles Belcher as a member of Atos Origin Advisory Council on Transport; Christopher Garnett as a member of the Olympic Delivery Authority and a non-executive director of Aggregate Industries Limited; Baroness Grey-Thompson as Vice Chair of the Athletes' Committee for the London Organising Committee of the Olympic Games; Daniel Moylan as a Councillor for the Royal Borough of Kensington and Chelsea and Chairman of Urban Design London; Michael Liebreich as Chief Executive Officer of Bloomberg New Energy Finance; Bob Oddy on taxi related issues; Patrick O'Keeffe as a Trustee of Ealing Community Transport Charity; and Steve Wright on matters relating to private hire vehicles.

48/09/12 Minutes of the Meeting held on 27 June 2012

The minutes of the meeting held on 27 June 2012 were approved as a correct record and the Chairman was authorised to sign them.

49/09/12 Matters Arising and Actions List

The Actions List was noted.

50/09/12 Commissioner's Report

The Commissioner's report provided an overview of major issues and developments since the report to the meeting on 27 June 2012 and updated Members on significant projects and initiatives.

The Commissioner highlighted the success of the station cooling initiatives at Green Park and Oxford Circus stations, the introduction of WiFi at 72 Tube stations, which also enabled staff to provide customers with real time travel information and the positive response to new trains on the Metropolitan and Hammersmith & City lines. The Rail and Underground Panel would receive details of the S7 train replacement schedule and passenger use of the Emirates Air Line. **[Action: Mike Brown]**

Following the submission of a compelling case to the Department for Transport for devolution of Rail Services, a positive discussion had taken place with the Mayor and the new Secretary of State for Transport, the Rt Hon Patrick McLoughlin MP.

TfL, in conjunction with the Metropolitan Police, Traffic Commissioners and the Vehicle and Operator Services Agency, continued to have success with initiatives to detect and take action against the illegal operation of pedicabs, limousines and novelty vehicles and Project Spiderweb was reducing theft across the transport network.

Members welcomed the establishment of the Roads Task Force and the wide range of stakeholders it involved. It would advise the Mayor on the challenges facing London's

road network in the short, medium and long term and the possible investment and operational options available to meet these challenges. While roadworks were likely to increase following the hiatus during the Games period, TfL was working with the utility companies to get longer term programmes of work to aid better coordination and it was expected that the use of the Lane Rental Scheme would assist this process.

Following work with London TravelWatch, TfL had published an annual complaints report for 2011/12. From September 2012, complaints data would be published on a quarterly basis. This demonstrated TfL's commitment to openness and transparency and to putting customers at the heart of everything it does.

The Mayor also confirmed that he had appointed Daniel Moylan to lead on his aviation policy.

The Board noted the Commissioner's Report.

51/09/12 London 2012 Games Transport – Performance, Costs and Legacy

Peter Hendy introduced the paper, which set out TfL's performance during the Games, on both the public transport and road networks, provided an update on funding and described some of the benefits TfL would seek to embed into its normal operations as a result of lessons learned from the Games.

TfL's work with a range of partners to help deliver transport for the Games would have a legacy benefit for travellers in London in the future. For example, experience gained from the success of the Travel Demand Management (TDM) programme would help to tackle crowding and reduce the disruption associated with upgrade works at busy stations. Collaboration with business, freight operators and local authorities to manage the quiet delivery of goods out-of-hours had the potential to reduce day-time congestion on the roads. TfL's Travel Ambassadors were also widely praised by visitors and Londoners. TfL would look to deploy them again in the future to support large events and help manage closures associated with maintenance and upgrade works.

There had been a very positive response by disabled people to the improvements in infrastructure accessibility of public transport during the Games period. TfL would continue to explore ways to improve the accessibility of transport with a particular focus on changes that impacted the highest numbers of passengers.

Going forward, the Commissioner's Report would update Members on the progress of legacy developments and how these would be integrated into the operational business.

The Board, and Sir John Armitt on behalf of the ODA, thanked the Mayor, Commissioner, Chief Officers, TfL staff and contractors for their contribution to the success of the Games.

The Board noted:

- 1 TfL's contribution to an outstanding London 2012 Games; and**
- 2 the substantial Games transport legacy TfL was preparing to deliver.**

52/09/12 Operational and Financial Performance and Investment Programme Reports – First Quarter 2012/13

Steve Allen introduced the report setting out the performance monitoring reports for the first quarter of 2012/13 (1 April – 23 June 2012).

Mike Brown highlighted the continued improvement in performance on the Tube, DLR, Overground and Tram services, which had shown further improvement during the Games. Customer satisfaction levels remained high across all services with record scores on the DLR. The Overground Public Performance Measure was the second highest in the national league table, which supported the Mayor's push for greater rail devolution. The South London Line was on target to be operational in December 2012, which would complete the full orbital route around London. The Emirates Air Line was also already proving to be a great success.

Leon Daniels highlighted the continued positive trend in bus passenger journeys and service reliability, when the weather and industrial action were accounted for, and the joint highest score for customer satisfaction. While cycling levels were down for quarter 1 due to the weather, TfL was still on target to deliver the Mayor's commitment to increase cycling rates by 400 per cent by 2026 and the junction review was proceeding as fast as was possible.

Journey time reliability on the TLRN was better than expected, despite a number of factors such as the Hammersmith flyover works. The Hybrid bus programme now had 305 operating vehicles with a further 178 on order, which was having a positive effect on emissions and reducing air and noise pollution.

A paper on delivering expenditure against the milestones in the Comprehensive Spending Review settlement would be submitted to a future meeting of the Projects and Planning Panel. **[Action: Steve Allen]**

The Board noted the reports.

53/09/12 New Bus for London Roll Out

Leon Daniels introduced the paper, which outlined proposals to purchase 600 New Bus for London (NBfL) buses to be delivered into passenger service by the end of April 2016. The total fleet size would be 608 taking into account the eight prototype buses already in service.

The most cost effective approach was for the vehicles to be purchased and owned by TfL, rather than owned and leased by the bus operating companies.

Exempt supplemental information on the financial implications of the proposals was contained in a paper on Part 2 of the agenda (see minute 60/09/12 below).

The Board:

- 1 noted the paper;**
- 2 approved the procurement of up to 600 buses to the New Bus for London design as described in the paper provided that the cost of such vehicles did not exceed the maximum sum stated in the paper included on Part 2 of the agenda on this matter;**

- 3 delegated to the TfL Officers and the Subsidiaries (as described in paragraph 6 below) authority to:**
 - (a) settle the timing of any orders for new buses and the number of buses per order;**
 - (b) settle the model of ownership of any buses acquired pursuant to the approval given in paragraph 2 above, whether by direct ownership, leasehold or by operator acquisition, according to which offers best value for money to Transport for London; and**
 - (c) finalise the price of the buses to be acquired, subject to the maximum cost given in paragraph 2 above;**
- 4 authorised the agreement and execution (whether by deed or otherwise on behalf of TfL or any Subsidiary (as appropriate)) of any documentation to be entered into in connection with the completion and implementation of the orders for buses made pursuant to the approval given in paragraph 2 above (the Orders) and any of the matters referred to in them (including, without limitation, all agreements, deeds, guarantees, indemnities, announcements, notices, contracts, certificates, variations, letters or other documents); and**
- 5 authorised TfL Officers and Subsidiaries to do all such other things as they considered necessary or desirable to facilitate the execution and implementation of the Orders and the matters referred to in them.**
- 6 The following Officers and Subsidiaries shall have delegated authority:**
 - (a) TfL Officers: the Commissioner, Managing Director Finance, Managing Director Surface Transport, General Counsel; and**
 - (b) Subsidiaries: Subsidiaries of TfL including Transport Trading Limited and any other subsidiary (whether existing presently or to be formed) of Transport Trading Limited and any of the directors of the relevant company shall be authorised to act for and on behalf of that company.**

54/09/12 Cycle Hire Expansion and Intensification

Leon Daniels introduced the paper, which sought approval for the implementation of Cycle Hire Expansion and Intensification (CHEI) and delegations to enable the letting of a construction contract, the variation of the Serco contract and entering into joint arrangements with certain London boroughs to enable the CHEI to launch in 2013. It also updated the Board on the progress of the initial development, previously authorised in July 2011 as BCH Phase 3.

Exempt supplemental information on the financial implications of the proposals was contained in a paper on Part 2 of the agenda (see minute 61/09/12 below).

The Board:

- 1 noted the paper and the related paper on Part 2 of the agenda;**
- 2 noted the progress of the initial development of Barclays Cycle Hire (BCH) Phase 3;**

- 3 noted the change of name from Cycle Hire Phase 3 to Cycle Hire Expansion and Intensification (CHEI);**
- 4 approved the project, procurement and financial authorities required to enable the implementation of CHEI, as set out in the related paper on Part 2 of the agenda;**
- 5 authorised variations to the existing contract between Transport Trading Limited and Serco Limited (the BCH contract) to allow for the implementation and operation of CHEI;**
- 6 authorised the award of a contract to allow for the construction of CHEI sites to whichever bidder submitted the most economically advantageous tender under the competitive process described in the paper;**
- 7 authorised entering into joint arrangements and agreements with certain London boroughs in order to progress CHEI and any future sites; and**
- 8 delegated authority to TfL Officers and Subsidiaries set out in paragraph 9 below, to agree the final terms of the arrangements and agreements referred to in paragraphs 5, 6 and 7 above and to do all such other things as they may consider necessary or desirable to facilitate the implementation of such arrangements and agreements.**
- 9 The following TfL Officers and Subsidiaries have delegated authority:**
 - (a) TfL Officers: the Commissioner, Managing Director Finance, Managing Director Surface Transport, General Counsel and Chief Finance Officer; and**
 - (b) Subsidiaries: all subsidiary companies of TfL including Transport Trading Limited and any other subsidiary of Transport Trading Limited (whether existing presently or to be formed): any of the directors shall be authorised to act for or on behalf of any such subsidiary.**

55/09/12 River Crossings

Michèle Dix introduced the paper, which updated the Board on proposals to deliver a package of new crossings across the river Thames in east London and sought to confirm Project Authority to undertake a more detailed public consultation and progress applications for consent for the proposed schemes. Financial authority of £15.8m out to 2014/15 was granted as part of the Business Plan approval process to progress development of schemes at Silvertown and Gallions Reach to the securing of consents.

Officers would provide Members with more detail on the allocation of the £51m Project Authority between consultation and processing of the application.

[Action: Michèle Dix]

The Board:

- 1 noted the paper and its associated appendices, including the current financial authority;**

- 2 confirmed current Project Authority of £51m to undertake a more detailed public consultation and progress applications for consent for the proposed schemes and other associated matters (Project Authority was originally approved in March 2011); and**
- 3 noted that further financial and project authority would be sought once greater certainty was obtained as to the package and before applications for consent was made, for which specific approval would also be sought.**

56/09/12 Report of the meeting of the Finance and Policy Committee held on 11 July 2012

The Chairman of the Committee, Peter Anderson, gave an update to the Board on the meeting of the Finance and Policy Committee held on 11 July 2012.

The Board noted the report.

57/09/12 Report from the Meeting of the Remuneration Committee – 19 July 2012

The Chairman of the Committee, Baroness Grey-Thompson, gave an update to the Board on the meeting of the Remuneration Committee held on 19 July 2012.

The Board noted the report.

58/09/12 Any Other Business the Chairman Considered Urgent

The next scheduled meeting would be held on Wednesday 7 November 2012 at 10.00am.

59/09/12 Exclusion of Press and Public

The Committee agreed to exclude the press and public from the meeting, in accordance with paragraph 3 of Schedule 12A to the Local Government Act 1972 (as amended), in order to consider the following items of business.

60/09/12 New Bus for London Roll Out

Leon Daniels introduced the paper, which contained exempt supplemental information on the financial implications of the proposals for the roll out of the New Bus for London, which Members had agreed at minute 53/09/12 above.

The costs of having a second member of staff on buses was variable dependant upon which routes and which times of day the bus was used with an open platform.

Discussions were ongoing with Wrightbus on further iterations and variations of the vehicle design.

The Board noted the paper.

61/09/12 Cycle Hire Expansion and Intensification

Leon Daniels introduced the paper, which contained exempt supplemental information on the financial implications of the proposals for Cycle Hire Expansion and Intensification, which Members had agreed at minute 54/09/12 above.

The Board noted the paper.

There being no further business, the meeting closed at 12.10pm.

Chair: _____

Date: _____