

**TRANSPORT FOR LONDON
UNDERGROUND ADVISORY PANEL**

SUBJECT: EVENTS & CLOSURES AFFECTING THE UNDERGROUND

MEETING DATE: 15 FEBRUARY 2008

1. Purpose

- 1.1 The purpose of this paper and associated presentation is to inform the Underground Advisory Panel of the scope of events and closures affecting the Underground, the planning processes involved, and how the travel demands of the London conurbation need to be matched to the closures required to complete the TfL and third party investment programmes.
- 1.2 It covers the formal processes set up for the infracos, successful high profile closures, the forthcoming closure programme, on-going constraints and planning challenges, and the future work for the Events and Closures team.
- 1.3 The presentation will cover the complex planning that needs to take place to ensure that Londoners can travel to a wide variety of high profile sporting, musical, cultural and religious events, invariably at times when the Underground is most likely to have engineering works taking place.
- 1.4 The closure management process involves a wide variety of operational and planning staff, wider TfL and London Buses involvement, and third party stakeholders. The Events and Closures team work closely with the communications teams to ensure close liaison with all affected parties.

2. Decision required

- 2.1 To note the challenges faced in catering for travel demand whilst accommodating the PPP, step free, and third party programmes.

3. Equalities implications

- 3.1 The outcome of many of the closures will provide improvements to customer visual and audio information (through line and station upgrades) and will meet Rail Vehicle Accessibility regulations. There will be an increasing number of stations with step-free access, and line upgrades will provide some step-free access for mobility impaired, including wheelchair bound passengers.

4. Crime and Disorder implications

- 4.1 The works delivered under programmes which require a closure under the closures programme will provide modernised or refurbished stations with improved lighting, better visibility, CCTV and more, better-placed passenger emergency alarms which will improve customers' personal security.

5. Sustainability

- 5.1 The works delivered under the programmes which require a closure under the closure programme will utilise more energy efficient devices than are presently installed. The rail replacement bus policy is designed to only utilise buses where they add customer value, with the aim to minimise empty/lightly loaded miles operated.

6. Recommendation

- 6.1 The Underground Advisory Panel is recommended to NOTE the paper.