

Transport for London

Minutes of the Surface Transport Panel

Boardroom, 14th Floor, Windsor House, London
10.00am, Tuesday 24 February 2009

Members

Steven Norris	Chair, Panel Member
Charles Belcher	Panel Member
Dame Tanni Grey-Thompson	Panel Member (for part)
Daniel Moylan	Panel Member (for part)
Bob Oddy	Panel Member
Patrick O'Keeffe	Panel Member
Keith Williams	Panel Member
Steve Wright	Panel Member

Staff

David Brown	Managing Director, Surface Transport
Peter Brown	Chief Operating Officer, Streets, Surface Transport
Howard Carter	General Counsel
David Hendry	Director of Finance, Surface Transport
Ellen Howard	Director of Corporate Governance
Jeroen Weimar	Chief Operating Officer, Enforcement and Compliance, Surface Transport
Victoria Moss	Secretariat Officer

01/02/09 Apologies and Declarations of Interest

The Chair welcomed Members to the first meeting of the Surface Transport Panel. Apologies for absence had been received from Judith Hunt and Steve Allen, Managing Director, Finance.

The Chair declared an interest as a Non Executive Director of Speedcheck Services Ltd, in relation to paragraph 4.5 of the Managing Director's report, also as a building contractor regarding the Freight Operator Recognition Scheme. Bob Oddy declared an interest as General Secretary of the Licensed Taxi Drivers' Association regarding any matters concerning licensed taxis and specifically as a Non Executive Director of Computer Cab Company Limited in relation to any discussion on Dial-a-Ride. Steve Wright declared an interest as Chair of the Licensed Private Hire Car Association regarding any matters concerning licensed private hire vehicles.

The Chair emphasised the importance of interests being declared at the start of the Panel meeting but stated that contrary to the Board and Committee meetings, a Member with an interest was not precluded by statute from participation in the discussion.

02/02/09 **Terms of Reference**

The Chair clarified the role of the Surface Transport Panel explaining that it was not a decision making body but gave a valuable opportunity to explore issues in more depth than was possible at Board or Committee meetings. The Panel meetings should update and advise Members and provide a useful forum for discussion. Following a request from the Mayor, Daniel Moylan would be reviewing all Panels and Committees and providing recommendations for improving their effectiveness.

The Panel discussed the process for the publication of Panel meeting papers going forward. It was noted that a consistent rationale was required and Daniel Moylan would consider this issue as part of his review.

The Panel noted the Terms of Reference of the Surface Transport Panel and that changes to the Panel and its Terms of Reference might be recommended to the Board as a result of the review of the Panels and Committees.

03/02/09 **Managing Director's Report**

David Brown introduced his report.

In response to Bob Oddy's question on warnings for 20 mph distance over time cameras, David Brown said that specific signage was good practice and he would advise if it was mandatory. **[ACTION: David Brown]**

There were no 20 mph speed limits on the Transport for London Road Network (TLRN). These were on borough roads where cameras were installed at borough request. There had been some debate with the Department for Transport (DfT) over London Safety Camera Partnership (LSCP) funding, the revenue from which went to the Treasury. This might need discussion at a later Panel meeting and by the Board.

In relation to 're-phasing' traffic signals to smooth traffic flow, the Chair noted the encouraging results and asked whether the improvement could be accelerated. David Brown explained that all junctions needed to be addressed sequentially as each had a different outcome with both network and junction constraints to be considered.

In discussing co-ordination of road and street works, it was noted that fixed penalty notices were of little deterrent to large companies. The reputational risks were far more important and consideration was being given to the publication of league tables. It was also hoped that a code of conduct would be published soon.

Bob Oddy requested that percentages be included in results in addition to actual figures. A graphic representation of overall performance was also requested for future reports. Key performance indicators (KPIs) for buses would also be included. Members thanked David Brown for a report which was very readable.

[ACTION: David Brown]

The Panel discussed the current framework for pedicabs. Jeroen Weimar explained that there was no mechanism to license them. The Panel wished for clarification of the current position and enforcement options. **[ACTION: Jeroen Weimar]**

The Panel noted the progress of the Low Carbon Taxi Programme. This programme was part of the Mayoral commitment to improve air quality.

David Brown informed the Panel that there had been a 5.7 per cent improvement in Dial-a-Ride bookings compared with the previous year, but the figure was still below target. Steve Wright had visited the Dial-a-Ride offices to meet with the directors and look at the booking systems. David Brown welcomed this input and suggested that a comparison with Computer Cab also be carried out. It was agreed that a senior officer would accompany Steve Wright and report back formally to the Panel on Dial-a-Ride issues. Daniel Moylan added that any examination of Dial-a-Ride needed to be in the context of the money spent annually on transporting people with special needs by TfL and the London boroughs. The Panel thanked Steve Wright for the work already carried out. **[ACTION: David Brown]**

The Panel noted the Managing Director's Report.

04/02/09 Independent Bus Review

The Panel considered the paper which gave an update on the review of the bus network which had been agreed by the Board.

The Panel noted the report.

05/02/09 East Thames Buses – Market Testing

David Brown introduced the report.

The Panel agreed that the item should return to the next meeting of the Panel prior to submission to the Finance Committee and the Board. If time was not sufficient to allow re-submission to the Panel, the Panel Members would receive a copy of the paper before it was considered by the Finance Committee. **[ACTION: David Brown]**

The Panel noted the report.

06/02/09 Cycling Initiatives

David Brown introduced the report and explained that the take-up of the 40,000 on-street cycle spaces now available had been good but supply generally did not meet demand. Other initiatives included advance stop lines and trixie mirrors on traffic lights for HGV vehicles. The project team was established and confident of delivery in the current year.

The Panel noted the report.

07/02/09 Update on the Cycle Hire Scheme

David Brown introduced the report on the Cycle Hire Scheme planned to be introduced in May 2010. The timetable would be amended to ensure Mayoral involvement in the decision making process. **[ACTION: David Brown]**

The Panel noted the report.

08/02/09 Smoothing Traffic Flow

David Brown introduced the report on work to smooth traffic flow as announced in *Way To Go!* in Autumn 2008. An assembled package of initiatives, either directly or indirectly concerned with smoother traffic flow, aimed to deliver better journeys with the emphasis on reliability.

Information on improved passenger journeys would be provided to the DfT as evidence of progress and a target had been set for an improvement of 25 per cent in the time taken to get roads moving again after any incidents. Smoothing traffic flow had benefits for other modes.

The Panel was pleased to note the progress and requested that the issue return to a subsequent meeting of the Panel. **[ACTION: David Brown]**

The Panel noted the report.

09/02/09 Guardrail Removal Programme

The Panel discussed the guardrail removal programme and its importance for the urban realm. Guardrail would only be removed where it was safe to do so.

The Panel:

- 1 noted the need for a standard risk assessment when considering the provision and/or removal of pedestrian guardrail; and**
- 2 supported a revised target for guardrail removal from 33km in four years to 60km by the end of July 2010.**

10/02/09 Subways

The Panel considered the paper which provided details of TfL's policy on, and processes for, replacing subways with surface level crossings.

The Panel noted the report.

11/02/09 London Permit Scheme for Road and Street Works

David Brown introduced the report which provided an update on TfL's application to the DfT to operate a permit scheme for road and utility street works on the TLRN. Formal submission to the DfT was scheduled for September with a response likely in December. Implementation of the Scheme was not expected before 2010/11.

The Panel noted the report.

12/02/09 Freight Operator Recognition Scheme

The Panel considered the report on the Freight Operator Recognition Scheme (FORS). Further work would be carried out in relation to use of the Scheme to regulate night deliveries. **[ACTION: David Brown]**

The Panel noted the report.

13/02/09 Tackling Taxi Touting

The Panel discussed the report. Members considered that the reference should be to 'touting' rather than 'taxi touting' as the issue related to private hire vehicles.

Members also discussed a letter from the Public Carriage Office (PCO) regarding the 'one-strike' policy. Bob Oddy explained that the protest by taxi drivers on 5 February was largely due to a misunderstanding of the policy which wrongly appeared to target taxi drivers as well as PHV drivers. Jeroen Weimar assured the Panel that the letter on the 'one-strike' policy applied only to PHV drivers. A letter clarifying this would be issued. **[ACTION: Jeroen Weimar]**

Jeroen Weimar would set up a meeting for all stakeholders to facilitate a discussion on enforcement in relation to touting. **[ACTION: Jeroen Weimar]**

The Panel noted the report.

14/02/09 Changes to Private Hire Regulations

The Panel discussed the proposed changes to the Private Hire Regulations.

The Panel supported (subject to obtaining TfL Board approval) the making of regulations that:

- 1 amend the PHV Driver Regulations to allow the licensing authority discretion to be guided by DVLA Group 2 standards in respect of the physical fitness of PHV driver applicants and licensed PHV drivers; and**
- 2 amend the PHV Operator Regulations to reflect the recent changes to primary legislation concerning mental capacity.**

15/02/09 TX4s – Lessons Learned

The Panel considered the paper on the necessary suspension of taxi licences following a series of engine fires in early registration TX4 models. Bob Oddy said that despite the fact that taxi drivers who had their licences suspended were clearly inconvenienced by the situation, they had been grateful to the PCO for how the situation had been handled.

The Panel noted the report.

16/02/09 River Services and London 2012

David Brown introduced the report on TfL's plans for London River Services. An extension of Oyster card to include river services would be a welcome future development.

The Panel noted the report.

17/02/09 Briefings and Site Visits

The Panel discussed the most effective approach for a future programme of briefings and site visits. It was agreed that staff should provide guidance as to what site visits would be appropriate. It would be helpful to organise for visits to follow meetings of the Panel. Suggestions for consideration were a visit to see cycling measures when they were more established and a walk around the area where Legible London had been introduced to gain a better understanding of how it worked. The Panel requested that a night time visit to investigate the issue of touting be set up in the near future.

[ACTION: Secretariat/Jeroen Weimar]

The Chair thanked the organisers of the visit to the Blackwall Tunnel which had taken place on 6 February.

The Panel Members considered what further briefings or site visits they required.

18/02/09 Any Other Business

There being no other business the meeting closed at 12.15pm.

The next meeting would be held on 19 May 2009 at 10.00am.

Chair: _____

Date: _____