

Transport for London

Minutes of the Rail and Underground Panel

Boardroom, 8th Floor, Templar House, London
10.00am, Tuesday 12 July 2011

Members

Christopher Garnett	Chair
Steve Wright	Vice Chair
Daniel Moylan	Deputy Chairman of TfL
Charles Belcher	Panel Member
Isabel Deding	Panel Member
Tony West	Panel Member

Staff

Howard Carter	General Counsel
Howard Collins	Chief Operating Officer, London Underground
Phil Hewitt	Director of London Trams (for part)
Geoff Hobbs	Head of Planning, London Rail
Ellen Howard	Director of Corporate Governance
Jon Lamonte	Chief Executive, Tube Lines Limited
Richard Parry	Strategy and Commercial Director, London Underground
Howard Smith	Chief Operating Officer, London Rail
James Varley	Secretariat Officer

18/07/11 Apologies for Absence and Declarations of Interest

Apologies for absence had been received from Peter Anderson, Steve Allen and Mike Brown.

The following interests were declared: Christopher Garnett as a member of the Olympic Delivery Authority and non-executive director of Aggregate Industries Limited; Steve Wright on matters relating to private hire vehicles; Daniel Moylan as a Councillor for the Royal Borough of Kensington and Chelsea, a director of the London Transport Museum and Chairman of Urban Design London; and Tony West as a member of Bexley Council's Public Transport Advisory Group.

19/07/11 Minutes of the Meeting Held on 5 May 2011

The minutes of the meeting held on 5 May 2011 were approved as a correct record and signed by the Chair.

20/07/11 Matters Arising and Actions List

The Panel noted the Actions List.

21/07/11 **Managing Director's Report – London Underground and London Rail**

Richard Parry introduced the report which highlighted performance for periods 1-2 (1 April – 28 May 2011).

The Jubilee line upgrade was progressing well. End to end running was successful and the new, higher frequency timetable was on target for introduction at the end of July.

The Victoria line was now running entirely with the new rolling stock. The next stage of the upgrade was the final phase of asset replacement which would commence on August Bank Holiday weekend 2011.

The Automatic Train Control contract had been awarded for the Sub-Surface Railway and S stock trains were now running through to Aldgate. Extensive testing was taking place to identify and mitigate operational risk associated with the introduction of new trains and discussions had taken place with Bombardier to identify and understand factors which may affect reliability. Some old rolling stock would be retained for a limited period to assist in risk mitigation.

London Underground had achieved PAS 55 certification which related to asset management standards and practices. This was the first time this certification had been awarded in the rail industry.

Performance on London Rail remained strong and a paper on projected demand growth would be presented at a future meeting of the Panel. **[ACTION: Howard Smith]**

Work on the Cable Car for London was progressing. Contracts had been signed with the aim of completion of construction by summer 2012. The Panel noted that the successful introduction of the cable car could only take place following a rigorous testing process.

The Stratford International extension continued to be delayed and was expected to be completed by the end of July 2011. The main cause of the delay to completion was attributable to one of the contractors going out of business which had a knock on effect on its sub-contractors.

The Panel requested London Rail to consider the structure of the contracts used for the East London Line Phase 2 project.

A paper would be presented to a future meeting of the Panel on the East London Line Phase 2. **[ACTION: Mike Brown]**

The Panel noted the report.

22/07/11 **TfL's Recommendations for the High Level Output Specification for 2014-2019 (HLOS2)**

Geoff Hobbs introduced the paper which outlined TfL's recommendations for HLOS2. One of the objectives of the Government's plans was to encourage the rail industry to have a more active role in planning for the future.

The TfL input was in line with the Mayor’s Transport Strategy and engagement was taking place with Network Rail, government ministers and officials and other stakeholders to ensure that consensus could be achieved with regard to the modelling used for HLOS2.

The Panel noted that the cost: benefit ratio of station congestion relief was relatively low. This was a result of the effect of marginal stations being considered and the ratio figure would be higher if the most seriously affected stations only were taken into consideration.

The Panel were informed that due to the flexibility requirements of freight, the number of paths available remained higher than the number actually used.

Planning activities extended beyond the period of HLOS2 and consideration was being given to capacity requirement up to 2031.

The Panel noted the paper.

23/07/11 Tramlink Operations

Howard Smith and Phil Hewitt introduced the paper. The service had been very successful and was popular with it’s users. It consistently achieved high levels of customer satisfaction.

Going forward, it was recognised that there was a need for additional capacity and plans were being put into place to achieve this. Double tracking in the Wimbledon area would provide an immediate uplift in capacity and work was ongoing to source funding.

The Panel noted the paper.

24/07/11 Any Other Business

There being no further business, the meeting closed at 11.35am. The next scheduled meeting would be held on Wednesday 16 November 2011 at 10.00am.

Chair: _____

Date: _____