

Transport for London

Minutes of the Rail and Underground Panel

Boardroom, 14th Floor, Windsor House, London
3.25pm, Friday 22 March 2013

Members

Sir John Armitt CBE	Chair
Brendan Barber	Panel Member
Charles Belcher	Panel Member
Brian Cooke	Panel Member
Daniel Moylan	Panel Member

Staff

Mike Brown	Managing Director, Rail and Underground
Howard Carter	General Counsel
Jonathan Fox	Director, Docklands Light Railway
Andrew Pollins	Director of Finance, Rail and Underground
Gareth Powell	Director of Strategy and Service Development, London Underground
James Varley	Secretariat Officer

01/03/13 Apologies for Absence and Declarations of Interest

Apologies for absence had been received from Steve Wright (Vice Chair), Peter Anderson, Richard Barnes and Isabel Dedring.

The following interests were declared: Sir John Armitt as Chairman of National Express Group and Daniel Moylan as a Councillor for the Royal Borough of Kensington and Chelsea and Chairman of Urban Design London.

02/03/13 Minutes of the Meeting Held on 15 November 2012

The minutes of the meeting held on 15 November 2012 were approved as a correct record and signed by the Chair.

03/03/13 Matters Arising and Actions List

The Panel noted the Actions List.

04/03/13 Managing Director's Report – Rail and Underground

Mike Brown introduced the report, which highlighted performance for periods 7 to period 11 of the year 2012/13 (16 September 2012 to 2 February 2013).

Customer satisfaction scores were the highest since the survey started and service performance remained strong in the face of above budget demand.

The Panel were given an update on the Office of Rail Regulation prosecution for the incident involving the rail grinding train in August 2010. A fine had been incurred and the Panel noted that action had taken place immediately after the incident to mitigate the risk of reoccurrence.

Jonathan Fox outlined the rationale for the un-gated stations on the Docklands Light Railway (DLR). The existing infrastructure left little space for barriers to be fitted at many stations and as much of the DLR was unstaffed, it would not be possible to monitor gate lines anyway. Passenger patterns on the network also meant that the vast majority of passengers would, at some point in their journey, encounter a barrier elsewhere in the TfL network.

The new timetable had been introduced on the Victoria line, which was now running at a peak of 33 trains per hour.

The new signalling system was fully operational on the High Barnet branch on the Northern line.

The Panel noted the report.

05/03/13 Any Other Business

There being no further business, the meeting closed at 4.00 pm. The next scheduled meeting would be held on Wednesday 1 May 2013 at 2.00pm.

Chair: _____

Date: _____