

# Transport for London

## Minutes of the Rail and Underground Panel

Boardroom, 14<sup>th</sup> Floor, Windsor House, London  
10.00am, Thursday 5 July 2012

### Members

Christopher Garnett	Chair
Steve Wright	Vice Chair
Daniel Moylan	Panel Member

### Staff

Steve Allen	Managing Director, Finance
Mike Brown	Managing Director, Rail and Underground
Howard Carter	General Counsel
Michèle Dix	Managing Director, Planning (for part)
Tony Matthews	Olympic Operations Manager, London Underground (for part)
Gareth Powell	Director of Strategy and Service Development, London Underground
Howard Smith	Chief Operating Officer, London Rail
Colin Wood	Head of Games Readiness
James Varley	Secretariat Officer

### 15/07/12 Apologies for Absence and Declarations of Interest

Apologies for absence had been received from Peter Anderson, Charles Belcher and Isabel Dedring.

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; and Daniel Moylan as a Councillor for the Royal Borough of Kensington and Chelsea, Chairman of the London Legacy Development Corporation and Chairman of Urban Design London.

### 16/07/12 Minutes of the Meeting Held on 22 May 2012

The minutes of the meeting held on 22 May 2012 were approved as a correct record and signed by the Chair.

### 17/07/12 Matters Arising and Actions List

Mike Brown updated the Panel on the progress of the introduction of Wi-Fi at stations. Information on the cost of the infrastructure would be provided to Members.

**[Action: Mike Brown]**

**The Panel noted the Actions List.**

## **18/07/12 Managing Director's Report – Rail and Underground**

Mike Brown introduced the report, which highlighted performance for periods 1 and 2 of the year 2012/13 (1 April to 26 May 2012). Excess journey time remained on target despite the recent disruption caused by flooding on the Central line. The stalled Jubilee line train incident on 23 May was the result of a double failure of the inverters. This was the first time such a fault had ever occurred and a modification was being introduced to reduce the possibility of the problem occurring again.

The new timetable had been successfully introduced on the Victoria line and work would take place to look at customer satisfaction on the line.

Demand continued to grow on London Rail. The new South London line remained on schedule with completion expected in time for the December 2012 timetable change.

The performance of Serco was being closely monitored as the company had been in a period of strategic change. A review of franchise issues would take place after the 2012 Games.

Discussions were taking place with the Department for Transport with regard to franchising opportunities. Devolution of franchising powers to TfL was preferable as it would enable greater control over the performance of the operator which would, in turn, drive up customer satisfaction levels.

The commencement of service of the Emirates Air Line had gone well and additional operational information would be included in future reports.

In response to a request from the Panel, the public address system at Stratford would be reviewed. **[Action: Mike Brown]**

**The Panel noted the report.**

## **19/07/12 Tramlink Performance and Planning Update**

Howard Smith introduced the paper, which updated the Panel on performance and future developments.

Since TfL took over the service in 2008, passenger numbers had continued to rise, vehicles and stops had been refurbished and performance had improved.

The proposed extension to Crystal Palace was currently being considered in the Business Planning process.

**The Panel noted the paper.**

## **20/07/12 Major Rail Projects Update (HS2, Crossrail 2, Northern Line Extension)**

Michèle Dix introduced the paper which focussed on three key rail projects.

The Northern line extension to Battersea was a priority. A preferred bidder had been signed for the development of the Battersea Power Station site and it was committed to

the Section 106 Agreement. A potential funding package had been identified and the next stage was to develop the financing structure.

Crossrail 2 was first considered in 2009 and the need for it was confirmed in the Mayor’s Transport Strategy. Network Rail also supported the scheme. A number of route options had been considered, with the South West – North East alignment identified as the best.

The operational style of the system had not been decided. The options being considered were a metro style running over a shorter distance or a longer regional scheme extending beyond the boundaries of London.

Although High Speed 2 was not a TfL project, prior to receiving Mayoral support, conditions were put in place to ensure it would not create operational constraints for TfL and Crossrail. The GLA was in the process of defining a planning framework for the area around Old Oak Common, as this was expected to be a key growth area in London in the future.

**The Panel noted the paper.**

**21/07/12 Final Preparations for the London 2012 Games**

Tony Matthews and Colin Wood introduced the paper, which updated the Panel on the current status of Games preparedness.

Extensive work had taken place on last mile issues and discussions had taken place with other organisations, such as the London Organising Committee of the Olympic and Paralympic Games and Network Rail. In parallel to this work, an asset assurance process was also taking place.

The test events of 23 and 25 July were expected to be both challenging and an opportunity to test the arrangements.

**The Panel noted the paper.**

**22/07/12 Any Other Business**

There being no further business, the meeting closed at 11:40 am. The next scheduled meeting would be held on Thursday 15 November 2012 at 10.00am.

Chair: \_\_\_\_\_

Date: \_\_\_\_\_