

Transport for London

Minutes of the Surface Transport Panel

Paddington Room, 11th Floor, Palestra, London
11.00am, Wednesday 19 May 2010

Members

Steven Norris	Chair
Charles Belcher	Vice Chair
Daniel Moylan	Deputy Chairman of TfL, Panel Member
Baroness Grey-Thompson	Panel Member
Bob Oddy	Panel Member
Steve Wright	Panel Member

Staff

David Brown	Managing Director, Surface Transport
Howard Carter	General Counsel
Garrett Emmerson	Chief Operating Officer, Streets, Surface Transport
David Hendry	Director of Finance, Surface Transport
Ellen Howard	Director of Corporate Governance
John Mason	Director of Taxi and Private Hire (for part)
Ben Plowden	Director, Better Routes and Places (for part)
James Varley	Secretariat Officer

09/05/10 Apologies and Declarations of Interest

Apologies for absence had been received from Patrick O’Keeffe, Keith Williams and Steve Allen.

Steven Norris declared interests as a Board Member of the London Development Agency, as Chairman of AMT-Sybex Limited, as Executive Chairman of Jarvis plc, as a non executive director of Initiate Limited; as Chairman of Saferoad BLG Limited and as a non-executive director of Speedcheck Services Limited. Daniel Moylan declared interests as Deputy Leader of the Royal Borough of Kensington and Chelsea, as a Director of the London Transport Museum Ltd and as Chairman of Urban Design London. Baroness Grey-Thompson declared an interest as Vice Chair of the Athletes’ Committee for the London Organising Committee of the Olympic Games (LOCOG). Bob Oddy declared an interest as General Secretary of the Licensed Taxi Drivers’ Association regarding any matters concerning taxis and Steve Wright as Chair of the Licensed Private Hire Car Association regarding any matters concerning private hire vehicles.

10/05/10 Minutes of the Meeting held on 3 March 2010

The minutes of the meeting held on 3 March 2010 were approved as a correct record and signed by the Chair.

11/05/10 Matters Arising and Actions List

David Brown updated the Panel on Pedestrian Countdown and explained that the aim was to commence a trial in June 2010.

The Panel noted the actions list.

12/05/10 Managing Director's Report

David Brown introduced the report and drew the Panel's attention to the main key performance indicators.

Engagement had taken place with users of the Rotherhithe Tunnel to explain the necessity of stopping the contraflow system.

David Brown informed the Panel that hybrid buses were approximately 40 per cent more fuel efficient than their diesel counterparts. Fuel efficiency was directly linked to CO₂ emissions. The introduction of Euro V emissions regulations to hybrid buses also meant that, in the future, levels of pollutants would also reduce further. The cost of hybrid buses remained higher than conventionally powered vehicles however unit costs would reduce as manufacturers increased output. The current budget allowed for a fleet of 300 hybrid buses to be introduced by 2012 and beyond that date, the actual cost of the vehicles would be the key determining factor in demand.

The operators of the O2 venue had recently introduced a surcharge for private hire vehicles to use the pick-up/set down area. The Panel noted that TfL had not been involved in the decision making process.

A report on the proliferation strategy for electric vehicles would be presented to the next meeting of the Panel. **[ACTION: David Brown]**

The Panel noted the report.

13/05/10 TfL Local Implementation Plan Reforms and Reporting of Borough Delivery

Ben Plowden introduced the report which advised on the changes introduced from 2010/11 in the way that boroughs are required to report spend and delivery for Local Implementation Plan (LIP) funded programmes of work.

The changes to the requirements would result in a more generalised form of reporting which would not focus on individual modal spending and would also reduce the bureaucracy however the less specific approach would enable better working relationships with the boroughs.

A thorough approach to communications with the London Assembly would take place to ensure the benefits of the changes were fully understood.

The Panel noted the report.

14/05/10 Smoothing Traffic Flow – Traffic Signals

Garrett Emmerson introduced the report which provided an update on the progress being made by TfL on the development of its traffic signals operations to maximise the efficient and reliable operation of the road network.

The Panel noted that new traffic signals were continuing to be installed and requested a report on the process used to determine whether additional traffic signals were necessary. **[ACTION: Garrett Emmerson]**

The Panel noted the report.

15/05/10 Minimising Disruption from Roadworks

Garrett Emmerson introduced the report which provided an update on the progress being made by TfL to minimise disruption from roadworks.

The main challenge was to create a co-ordinated approach to roadworks which would be backed up by incentives and fixed penalties to encourage best practice.

The Panel noted the report.

16/05/10 Leicester Square Fixed Fare Scheme

John Mason introduced the report which provided information on the proposed changes to the Leicester Square fixed fare scheme, which was approved by the Board in February 2010.

The Panel requested that the report be amended prior to submission to the Finance and Policy Committee to remove the 12 mile outer boundary of the scheme.

The Panel noted the report and that the Finance and Policy Committee would be asked to recommend to the TfL Board that it:

- 1 Approves an increase to the Leicester Square fixed fare for journeys up to three miles from £15 to £20; and**
- 2 Delegates authority to the Commissioner, and in his absence the Managing Director, Surface Transport to make changes to the Leicester Square fixed fare scheme as follows:**
 - (a) Amendment of the hours of operation of the scheme between the hours of 10pm and 6am as appropriate to provide additional safer travel at night options;**
 - (b) Amendment of the fares specified for each zone to increase or decrease the price to maintain the balance between value for money for passengers and a fair price for taxi drivers to encourage participation in the scheme; and**
 - (c) Amendment of one or more of the four zone boundaries to ensure the balance between value for money for passengers and a fair price for taxi drivers is maintained should the existing zone boundaries not be adequate for the fixed prices.**

17/05/10 Any Other Business

There being no further business the meeting closed at 12.20pm.

The next scheduled meeting would be held on Wednesday 30 June 2010 at 10.00am.

Chair: _____

Date: _____