

# Transport for London

## Minutes of the Surface Transport Panel

Boardroom, 14<sup>th</sup> Floor Windsor House  
10.00am, Tuesday 26 February 2013

### Members

Baroness Grey-Thompson	Chair
Charles Belcher	Vice Chair
Brian Cooke	Panel Member
Bob Oddy	Panel Member
Steve Wright	Panel Member

### Staff

Howard Carter	General Counsel
Leon Daniels	Managing Director, Surface Transport
Garrett Emmerson	Chief Operating Officer, Surface Transport
David Hendry	Director of Finance, Surface Transport
Ben Plowden	Director of Planning, Surface Transport
Ian Wainwright	Interim Head of Freight & Fleet Delivery, Surface Transport (for part)
Horatio Chishimba	Secretariat Officer

The Chair welcomed Brian Cooke to his first meeting as a Member of the Panel. Brian was appointed a Member with effect from 7 February 2013.

### **01/02/13 Apologies and Declarations of Interest**

Apologies for absence had been received from Keith Williams and Steve Allen.

Baroness Grey-Thompson declared an interest as a member of the London Legacy Development Corporation. Bob Oddy declared an interest as Deputy General Secretary of the Licensed Taxi Drivers' Association regarding any matters concerning taxis. Steve Wright declared an interest as Chair of the Licensed Private Hire Car Association regarding any matters concerning private hire vehicles.

### **02/02/13 Minutes of the Meeting held on 14 November 2012**

The minutes of the meeting held on 14 November 2012 were approved as a correct record and signed by the Chair.

## 03/02/13 Matters Arising and Actions List

The Panel noted the actions list.

## 04/02/13 Managing Director's Report

Leon Daniels presented the report, which updated the Panel on Surface Transport's performance for Period 10 (9 December 2012 – 5 January 2013) and provided an overview of recent major issues and developments within Surface Transport.

On 25 January 2013, the Mayor announced that the Route 24 would become the first bus route in the capital to be served entirely by a fleet of New Bus for London vehicles. Progress was on track to have the New Bus for London vehicles running along the route by June 2013. The Mayor would visit the plant in Ballymena, in Northern Ireland, where the vehicles were being built.

The Panel noted that the new Barclays Cycle Hire access fees, which became effective on 2 January 2013, were the first increase since the Scheme launched in July 2010. Access fees remained affordable at £2 for 24 hours access, £10 for seven days and £90 for a year. However, there had been no increase in usage charges or a reduction in the 30 minute free period.

The Panel welcomed the continuing decrease in crime statistics for April – December 2012/13, compared to the same period the previous year. The Panel would be provided with further information on surveys which showed that passengers actually felt safer. **[Action: Steve Burton]**

Project Guardian, a pan-London project involving the British Transport Police, City of London Police, Metropolitan Police Service and TfL working in partnership to tackle sexual offences across London's public transport system, was launched on 1 February 2013. In TfL's own Safety and Security surveys, 15 per cent of women said they had experienced unwelcome sexual behaviour while travelling on, waiting for, or heading to or from public transport in London in the last 12 months, but 91 per cent did not report it to the police. The aim of the project was to increase confidence in the reporting of sexual offences, reduce the risk of victimisation, challenge and target unwelcome sexual behaviour and sexual offenders on the network. The Panel would be provided with the substance of the survey. **[Action: Steve Burton]**

On 22 February 2013 Leon Daniels and representatives from the black cab trade observed Phase Two of Operation Safer Travel at Night. They were pleased with the Taxi and Private Hire enforcement regime which included high visibility patrols, plain clothes officers detecting and apprehending touts, education and crime prevention advice, vehicle and licence checks with Taxi and Private Hire officers and Automatic Number Plate Recognition (ANPR). Steve Wright informed the Panel that the private hire industry felt that TfL would find it useful to exploit ANPR technology and have it integrated nationally.

TfL had appointed two engineering consultancies, Ramboll and Parsons Brinckerhoff, to begin design work on TfL's Structures and Tunnels Investment Portfolio. The partnership between the two consultancy firms would see them developing designs for reconstruction and refurbishment work at a number of locations during the next few years. The work, to cost around £200m, would be split into three portfolio packages which TfL was determined to have carried out overnight to minimise disruption.

Charles Belcher was pleased to note that road investment was being tackled proactively. Garrett Emmerson confirmed that TfL would argue for consistent funding for both road and rail assets and agreed to provide the Panel with a more comprehensive paper on the management and funding of assets across TfL.

**[Action: Garrett Emmerson]**

**The Panel noted the report.**

## **05/02/13 Pedestrian Countdown**

Garrett Emmerson introduced the paper, which updated the Panel on the continued rollout of Pedestrian Countdown at Traffic Signals (PCaTS) in London.

The Panel was informed that the trial of Pedestrian Countdown technology at sites across London had brought significant benefits. At all sites, fewer people felt rushed when crossing roads with the technology than without. Research carried out as part of the trial showed that, of the pedestrians surveyed, a majority (83 per cent) liked the technology, including 94 per cent of mobility impaired users and 79 per cent of children. The study also showed that there were no negative impacts on safety.

Surface Transport had applied for Department for Transport (DfT) funding for PCaTS sites in East London. It was envisaged that, if successful, there would be around 130 PCaTS sites installed to relieve congestion, improve the pedestrian environment along the A12 and A13 corridors and enable pedestrians, especially vulnerable and disadvantaged users, to make informed choices about crossing roads.

As at 22 February 2013, 35 sites were commissioned with Pedestrian Countdown Technology. The PCaTS programme was on schedule to deliver 55 sites by the end of financial year 2012/13, and 200 sites in total were scheduled to be in place across London by the end of financial year 2014/15.

TfL was working with the DfT, the Highways Agency and London boroughs about the possible rollout of Pedestrian Countdown technology at key road junctions across the Transport for London Road Network.

**The Panel noted the paper and progress of the Pedestrian Countdown rollout project.**

## **06/02/13 Freight Legacy Programme**

Ben Plowden invited Ian Wainwright, recently appointed Interim Head of Freight and Fleet Delivery, to introduce the paper and presentation, which provided the Panel with

an overview of the revised Freight Programme and the range of activity that TfL should be addressing to maximise freight industry behaviour change.

During the London 2012 Games there had been a significant reduction in heavy goods vehicle activity in peak periods as a result of good planning and collaboration between TfL, the freight industry and other parties. As part of the Games Legacy, the collaborative approach between TfL and the freight industry would be built upon to define and steer the work of the Freight Programme to maximise success.

The freight programme would also encourage engagement with the wider industry, addressing both operators and customers, the DfT, Traffic Commissioners and others, ensuring deliverables matched industry needs and expectations.

Ian Wainwright outlined the Programme's current activity, which included safety and environment and the status of a number of key tools used in the programme, for example, the revision of management and driver guides and out-of-hours code of practice.

**The Panel noted the paper and the progress of the Freight Legacy Programme.**

## **07/02/13 Achieving the Mayor's Vision for Rivers**

Leon Daniels introduced the paper, which briefed the Panel on the development of a River Action Plan to meet the Mayoral commitment and explain TfL's plan for the River Thames.

The Mayor's manifesto had included a commitment to double the number of river passenger journeys on the Thames to 12 million per year by 2020. A River Action Plan had been produced, which identified specific measures that TfL and its partners could put in place to enable river operators to grow their passenger numbers to that level. The action plan was grouped into four themes; 'better piers', 'better information and integration', 'better promotion' and 'better partnership working'.

In relation to accessibility, Baroness Grey-Thompson commented on her recent experience on a river boat and told the Panel that staff were very helpful when she boarded the vessel. However, she had experienced some difficulty disembarking. Leon Daniels would look at pier surfaces and other accessibility issues as part of the Action Plan.

The Panel also noted that TfL had re-let the contract to run the Woolwich Ferry to Briggs Marine for five years. Charles Belcher commented on the fumes emitted by most of the vessels on the River. The Panel was informed that particulate filters had been installed on the Woolwich Ferry and other operators were discussing issues regarding emissions.

**The Panel noted the noted the paper and the River Action Plan.**

## **08/02/13 Delivering the Mayor's Vision for Cycling**

Ben Plowden gave a presentation that provided the Panel with an update on the progress of the cycling programme.

The Panel noted the doubling of funding for planned expenditure on roads from £2bn to £4bn over the next 10 years. Provision had been made in the Business Plan for TfL and the boroughs to spend £913m on cycling over the next 10 years. A significant proportion of the money would be available to boroughs to deliver locally led cycle improvements and initiatives. The level of spending would take London towards that seen in other cities with high cycling levels, such as Copenhagen. The Panel noted that the rate of growth in cycling in London was comparable to Amsterdam, Berlin and Copenhagen, even though London had started at a lower base.

The Mayor would shortly publish his new Cycling Vision for 2020, which aimed to provide better routes and create safer streets for cycling, as well as encourage more people to take up cycling.

**The Panel noted the progress of the cycling programme.**

## **09/02/13 Any Other Business**

There being no further business the meeting closed at 11.50am.

The next scheduled meeting would be held on Tuesday 23 April 2013.

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

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