

Transport for London

Minutes of the Surface Transport Panel

Gidea Park Room, 2nd Floor, Palestra, London
11.50am, Tuesday 9 November 2010

Members

Steven Norris	Chair
Charles Belcher	Vice Chair
Baroness Grey-Thompson	Panel Member (for part)
Bob Oddy	Panel Member
Patrick O’Keeffe	Panel Member
Steve Wright	Panel Member

Staff

David Brown	Managing Director, Surface Transport
Steve Burton	Director, Community Safety, Enforcement and Policing, Surface Transport (for part)
Garrett Emmerson	Chief Operating Officer, Streets, Surface Transport
Keith Gardner	Head of Strategy and Business Development Strategy, Surface Transport
David Hendry	Director of Finance, Surface Transport
Ellen Howard	Director of Corporate Governance
John Mason	Director, Taxi and Private Hire, Surface Transport (for part)
Ben Plowden	Director, Better Routes and Places, Surface Transport (for part)
Victoria Moss	Secretariat Officer

David Brown gave a tour of Surface Transport activity in the Southwark area, including short presentations on Cycle Hire, Cycle Superhighways, Legible London and other Surface Transport projects. A demonstration of electric vehicles and the application of dust suppressants was also featured. The Panel appreciated the opportunity to learn more about Surface Transport’s activities firsthand and asked for this to be noted.

28/11/10 Apologies and Declarations of Interest

Apologies for absence had been received from Daniel Moylan, Keith Williams, Steve Allen and Howard Carter.

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 and as Chairman of Saferoad BLG Limited. 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.

29/11/10 Minutes of the Meeting held on 30 June 2010

The minutes of the meeting held on 30 June 2010 were approved as a correct record and signed by the Chair.

30/11/10 Matters Arising and Actions List

The Panel noted the actions list.

31/11/10 Managing Director's Report

David Brown introduced the report and drew the Panel's attention to the main key performance indicators (KPIs) particularly those on bus patronage which showed an improvement on plan and on the previous year with steady growth of 0.5 per cent. It was noted that in paragraph 1.1, the figure of a 4.8 per cent improvement on the same period last year was incorrect and should read 1.4 per cent.

The announcement of the Barclays Cycle Hire Scheme eastern extension to the London Borough of Tower Hamlets would be made on 10 November 2010 and the Scheme would be opened to casual users in December 2010.

The mock-up of the New Bus for London would be launched at the London Transport Museum's Acton Depot on 11 November 2010. The first bus was due for completion in November/December 2011, with four prototypes due to be trialled on the network in early 2012 and full roll-out in 2013.

Members requested that David Brown provide clarification over whether the demarcation lines of the Barclays Cycle Superhighways and the Advanced Stop Lines were for guidance or were mandatory. **[ACTION: David Brown]**

The Panel noted the report.

32/11/10 Update on Traffic Signals in London

Garrett Emmerson introduced the paper which gave an update on the actions being taken by TfL to manage the overall numbers of traffic signals in London. It was important that any decision about the installation or removal of traffic signals was the right decision for the individual location.

David Brown confirmed that TfL was liaising with the DfT about the use of flashing amber lights late at night at appropriate junctions. It was considered that this would encourage greater driver awareness late at night on largely empty roads. This would require a legislative change.

The Panel noted the paper.

33/11/10 Update on Blackwall Tunnel Northbound Refurbishment

Garrett Emmerson introduced the paper which provided an update on the Blackwall Tunnel Northbound Refurbishment Project. He reported that opening the Rotherhithe tunnel two lanes southbound to help ease traffic flow had proved a success during the closure of the Blackwall tunnel.

The Panel noted the paper.

34/11/10 Update on Bus Service Changes in Oxford Street

David Brown introduced the paper which provided an update on the bus service changes on routes running along Oxford Street. There had been reductions to bus flow of 10 per cent in 2009 and again in 2010. Reducing bus flow during off-peak times was both detrimental to passengers since the distinction between peak and off-peak was now less pronounced, and it would also have a minimal cost saving.

The Panel noted the paper.

35/11/10 Update on Barclays Cycle Hire

David Brown introduced the paper which provided an update on Barclays Cycle Hire and Members asked whether lessons learnt in seeking planning permission for docking stations could be applied to the extension of the Scheme. He reported that despite the success of the Scheme, problems still persisted in securing sites for docking stations in some locations.

The Panel noted the paper.

36/11/10 Update on Barclays Cycle Superhighways

David Brown introduced the paper which provided an update on Barclays Cycle Superhighways and reported that the construction of the next two routes was on target. The first two routes had been the most expensive and cost would decrease with each successive route. When the four routes were all operational, the cost effectiveness would be examined and reported back to the Panel. **[ACTION: David Brown]**

The Panel noted the paper.

37/11/10 M4 Bus Lane Update

David Brown introduced the paper which provided an update on the situation with regards to the status of the M4 bus lane which the Department for Transport had decided to suspend from 24 December 2010 until June 2012. It was noted that there was an issue with allowing private hire vehicles to use bus lanes, as it would encourage copy cat behaviour. While taxis were instantly recognisable, PHVs looked like private vehicles

which, if they were allowed to use bus lanes, could lead to large numbers of private cars also doing so.

The Panel noted the paper.

38/11/10 Any Other Business

Right Direction: The Mayor’s Strategy to Improve Transport Safety and Security in London 2010-2013

Following the meeting of the TfL Board on 4 November, the Panel was asked to finalise the wording about sexual assaults and “cabs” in the *Right Direction: The Mayor’s Strategy to Improve Transport Safety and Security in London 2010-2013*. Revised pages for discussion were tabled at the meeting.

David Brown explained that there had been an extensive increase in police resource dedicated to this issue and in the marketing campaign but that the current fine of £135 for touting was not a realistic deterrent, more effective would be the power to remove vehicles. It would also be helpful to establish whether particular operators were guilty of condoning touting. This was currently difficult to ascertain due to the way that drivers were licensed separately to operators and were able to move between them. Current consultation set out a number of proposals including those specified above.

It was agreed that when the police made arrests for touting they should establish which operator, if any, the driver was working for. **[ACTION: David Brown]**

It was agreed that when the police made arrests for sexual offences they should record whether the driver was a taxi or cab driver. **[ACTION: David Brown]**

The Committee agreed to the revised wording of the document, subject to the use of the term ‘bogus cabs’ rather than ‘illegal minicabs’. **[ACTION: David Brown]**

Taxi Emissions

Bob Oddy reported on the current discussions regarding taxi emissions and proposed age limits. The proposed age limits could have a financial impact on the taxi trade with effects on residual values.

There being no further business the meeting closed at 1.15pm.

The next scheduled meeting would be held on Thursday 17 February 2011 at 10.00am.

Chair: _____

Date: _____