

# Transport *for* London

Minutes of a meeting of the Board  
held on Tuesday 3<sup>rd</sup> October 2000, starting at 10.00 a.m.  
in Room AG16, Romney House, Marsham Street, London SW1P 3PY

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## Present:

<b>Board members:</b>	Ken Livingstone (Chair) Dave Wetzel (Vice-Chair) Stephen Glaister Kirsten Hearn Mike Hodgkinson Oli Jackson Susan Kramer	Robert Lane Joyce Mamode Paul Moore Tony West
<b>Special Advisors in attendance:</b>	Bryan Heiser Lynn Sloman	
<b>T/L Officers in attendance:</b>	Anthony Mayer Betty Morgan Maureen Nolan Michael Swiggs	Dick Halle (Item 42) Derek Turner (Item 43) Liz Meek (Item 47)
<b>Others in attendance:</b>	Nicky Gavron Rufus Barnes (item 36) Suzanne May (item 36)	

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## 36/00 Presentation by the London Transport Users Committee (LTUC)

A short presentation was made by Rufus Barnes and Suzanne May of the LTUC, describing the operation of LTUC and earlier LRPC contributions to discussion and development of issues such as the Travelcard, the South London Overground study and the Who Goes Home study. It was **noted** that the LTUC studies on the Cross-Boundary Bus Services and the Perceptions of Disabled people when using the National Rail Network were both nearing completion.

It was **agreed** that the LTUC should be involved at an early stage in consideration of revised policies, including: bus design; penalty fares; and the wider use of conductors on buses.

37/00 The Chair stated that other short presentations would be made by other transport-related groups before future Board meetings.

#### 38/00 **APOLOGIES FOR ABSENCE/ATTENDANCE**

Apologies for absence had been received from Jimmy Knapp, Steven Norris, and David Quarmby.

39/00 It was noted that Nicky Gavron, Deputy Mayor, had been invited to attend TfL Board meetings in her capacity as an advisor on planning matters, but she would not be entitled to vote or participate in any decisions of the Board.

#### 40/00 **MINUTES OF PREVIOUS MEETINGS**

The minutes of the previous Board meeting held on 8<sup>th</sup> September were **approved** as a true record.

#### 41/00 **MATTERS ARISING**

There were no matters arising.

#### 42/00 **REPORTS**

##### 42.1/00 August Performance Report and Review of Financial Outlook

The monthly Performance Report for August 2000 was considered.

It was **noted** that a seminar on Performance Indicators would take place on 5<sup>th</sup> October at which it was intended to review high level performance indicators and measures of consumer satisfaction, to be incorporated into future performance reports.

In relation to the financial report, the Chief Executive reminded the Board that when the TfL budget had been established by Central Government, the cost of Highways Agency staff (including IT and accommodation) within the Street Management section of the budget had been underestimated which, with repair obligations for the Blackwall Tunnel, insurance and certain other smaller components, totalled £25m. TfL had requested this amount from Government Office for London but had not received a positive response yet. A further request was being made.

The Chief Executive reported on the results at the five months' stage.

In an extended discussion on bus performance, particularly in relation to customers' perceptions of "leaving early" issues, and on night demand and usage, it was **agreed** that future Board meetings

would address bus service performance, and in particular review the issues of night bus service (and parking restrictions), given changes in the social patterns, traffic levels etc in central London and suburban areas.

It was also **agreed** Performance Reports would seek to highlight five key features of performance for each of the modes and other services, for the Board to consider in more depth.

It was **noted** that no press representatives were present at the Board meeting and it was **agreed** that the TfL Press office should prepare a report after each Board meeting for distribution to the appropriate press.

42.2/00 Progress Report on Best Value

A paper outlining the requirements of Best Value for TfL and the progress being made in meeting these requirements was considered.

It was **noted** that four pilot studies had been initiated. Board members were invited to participate in the Best Value process by contacting Anthony Mayer, as Chair of the Best Value Steering Group.

43/00 **HUNGERFORD BRIDGE UPDATE**

It was **noted** that TfL, supported by legal advice, was in negotiation with Westminster Council on the funding agreement. TfL needed to be satisfied that agreement from English Heritage and Thames Water had been reached. TfL had negotiated total flexibility for the timing of the funding, which could take place at any time over the next three years.

Susan Kramer expressed the following concerns:

- the projects that might have to be cancelled in order to progress the Hungerford Bridge project had not been identified;
- project management was likely to be a significant issue;
- the possible alternative options had not been identified.

The special circumstances surrounding Hungerford Bridge were understood but it was **agreed** that, as a matter of good corporate governance, the standard approach for recommendations to the Board was to provide a clear statement of the alternative options available.

It was **noted** that the bridge is very important to London, particularly given the revitalised South Bank. If the project is not completed, a new pedestrian bridge would be required in approximately three years. This would mean starting from scratch and would require significant project management resource from TfL.

It was **noted** that TfL would not lose identified schemes by making the contribution and that there was more likely to be slippage to schemes than loss of schemes.

It was **noted** that TfL was not listed on any of the existing signs at the Hungerford Bridge site. The work currently underway at the bridge was minimal, but when the funding agreement had been concluded, TfL would be included in any signs on display at the bridge during work in progress.

#### 44/00 **CONGESTION CHARGING**

It was **noted** that the majority of organisations approached had responded to the discussion document Hearing London's Views. The response had been broadly positive; none had rejected congestion charging in principle, though some had raised points of detail.

#### 45/00 **EAST THAMES BUSES**

A paper outlining the decisions made by the Management Board on 21<sup>st</sup> September in relation to London Buses Limited (trading as East Thames Buses) was considered.

It was **noted** that Oli Jackson had declared an interest through his office as Senior Regional Officer of the Transport and General Workers Union. The Board **agreed** that Oli Jackson could remain present during the discussion but should not participate in it. Steven Norris, who had also previously declared an interest in East Thames Buses, did not attend the meeting.

The Board **noted** the following decisions taken at the Management Board meeting held on 21<sup>st</sup> September:

- Jeff Chamberlain had been appointed as temporary Managing Director of London Buses Limited for a period of up to six months;
- the membership of the board of London Buses Ltd would be changed to create a board which would be independent from London Bus Services Ltd;
- London Buses Limited and London Bus Services Ltd would operate at arms length;
- tendering would not be ruled out at the end of three months;
- all issues and future options would be reviewed at the end of three months.

#### 46/00 ACCEPTANCE OF ONE DAY TRAVELCARDS ON NIGHT BUSES

A paper proposing that One Day tickets would be valid on Night Bus Services was considered.

The Board **agreed** that Night Buses should accept One Day Bus Passes, Travelcards and LT cards until 4.30 a.m. on the following day. It was anticipated that this initiative would come into effect before Christmas but, before the launch date, operating staff would be consulted and apprised of the new arrangements.

#### 47/00 TfL'S ROLE IN THE FUEL CRISIS

The Mayor congratulated TfL for its role in maintaining bus services throughout the fuel crisis and a tribute from the police was **noted**.

The following points were **noted**:

- TfL had been successful in persuading Government to add taxis to the list of essential users during the crisis;
- a report had been commissioned on the lessons to be learned from the fuel crisis. This report will be circulated to Board members;
- contingency plans were being drawn up for the future, based on the lessons learned;
- BAA had offered to share its experiences in this area with TfL; and
- although a survey had not been carried out on travel statistics during the crisis, general figures showed an increase in usage of the Underground and a smaller increase in usage of buses; further details would be circulated to Board members when available.

#### 48/00 ANY OTHER BUSINESS

##### 48.1/00 Hutton Report

Board members had received a copy of the Hutton Report (The London Underground Public Private Partnership: An Independent Review by The Industrial Society) from the Mayor's Office.

The Rail Services board would be asked to include a consideration of Public Private Partnership (PPP) issues in its remit.

48.2/00 Appointment of TfL representative on the ALG Transport and Environment Committee

The Board **noted** the decision made at the Management Board meeting on 21<sup>st</sup> September to appoint Paul Moore as TfL's representative on the ALG Transport and Environment Committee.

There being no further business, the meeting closed at 11.55 a.m.