

# Transport for London

## Minutes of the Rail and Underground Panel

Paddington Room, Palestra, 197 Blackfriars Road

London, SE1 8NJ

10.00am, Thursday 12 February 2015

### Members

Sir John Armitt CBE	Chair
Steve Wright	Vice Chair
Peter Anderson	Panel Member
Sir Brendan Barber	Panel Member
Charles Belcher	Panel Member
Brian Cooke	Panel Member
Daniel Moylan	Panel Member

### Staff

Mike Brown	Managing Director, Rail and Underground
Nick Brown	Interim Chief Operating Officer, London Underground
Howard Carter	General Counsel
Gareth Powell	Strategy and Commercial Director, London Underground
Allan Thomson	Lead Sponsor – Station and Interchange Development, London Underground
David Waboso	Capital Programmes Director, London Underground
James Varley	Secretariat Officer

### 01/02/15 Apologies for Absence and Declarations of Interest

Apologies for absence had been received from Richard Barnes and Isabel Dedring. Steve Allen and Rachel Stretton were also unable to attend the meeting.

There were no interests to be declared that were relevant to items on the agenda.

### 02/02/15 Minutes of the Meeting of the Rail and Underground Panel Held on 13 November 2014

The minutes of the meeting of the Rail and Underground Panel held on 13 November 2014 were approved as a correct record and signed by the Chair.

### 03/02/15 Matters Arising and Actions List

In response to a request from the Panel, further detail on activities to address step-free access on non-core Crossrail stations would be provided. **[Action: Howard Smith]**

**The Panel noted the Actions List.**

## **04/02/15 Managing Director's Report – Rail and Underground**

Mike Brown introduced the report, which provided commentary on the performance of Rail and Underground and presented updates on the status and progress of major investment projects and items of special interest, particularly in Periods 8 to 10 2014/15 (12 October 2014 to 3 January 2015).

Customer satisfaction scores remained high against a background of growth in customer journeys. London Underground experienced its two busiest days on record on Friday 28 November and Friday 5 December, with 4.725 million and 4.679 million passenger journeys respectively.

Reliability remained good and was on track to meet the 30 per cent reliability improvement target in 2015.

The new Northern line timetable had been introduced, following the introduction of the new signalling system, which enabled up to 30 trains per hour to run through its busiest section.

Bond Street station re-opened on 5 December 2014, three weeks ahead of schedule. The upgrade of Tottenham Court Road was continuing and represented a significant milestone in the Stations programme.

Tram reliability performance in Periods 8 to 10 was 1.2 per cent below target. Subsequently, maintenance had been taken in-house, resulting in significant changes in the maintenance operation, which were contributing to an improving trend in reliability.

The Fit for Future – Stations programme was underway and ticket offices were in the process of being closed. The next report to the Panel would include further detail on the progress being made. **[Action: Mike Brown]**

In response to a request from the Panel, a paper on Station Car Park strategy would be presented to the next meeting. **[Action: Mike Brown]**

Passenger journeys on Emirates Air Line were below target in Periods 8 to 10 but the trend had improved in the following reporting period. It remained on track to cover its initial investment costs. Work was taking place to understand demand and travel patterns of regular users and those employed in sectors such as entertainment and catering around the O2 Venue.

Work to roll out Wi-Fi on the network was continuing. Factors such as rolling stock procurement and tunnel space influenced the rate at which enabling works were taking place.

The new entrance hall had opened at Tottenham Court Road station. A large proportion of the decorative mosaics had been retained although one very small area could not be moved without incurring significant damage due to the construction method.

Members requested further information on the Apprenticeship Programme and a paper would be presented to a future meeting of the Panel. **[Action: Mike Brown]**

**The Panel noted the report.**

## **05/02/15 Rail and Underground New 'Affordable' Step-Free Access Programme New Tube for London**

Gareth Powell and Allan Thomson introduced the paper and presentation, which provided an update on accessibility on the Rail and Underground network.

Step-free access was a challenge and long standing priority for London Underground. A fund existed within the Business Plan for smaller stations, where refurbishment works were already taking place and access requirements were built into the specification of major capital projects. Negotiations had also taken place to secure funding from the Department for Transport accessibility budget.

A process of prioritisation took place to highlight key stations. An assessment is being made of demand and accessibility on other transport modes which would inform a plan to maximise the number of accessible journeys.

**The Panel noted the paper.**

## **06/02/15 Finsbury Park Western Station Entrance and Step-Free Access**

Gareth Powell and David Hughes introduced the paper and presentation, which provided an update on the works to upgrade Finsbury Park station. These included a new Western station entrance, step-free access and arrangements to accommodate passengers affected by the closure of the Wells Terrace entrance.

**The Panel noted the paper.**

## **07/02/15 International Benchmarking**

Gareth Powell introduced the paper and presentation, which showed London Underground and Docklands Light Railway performance on a range of metrics compared with other metros in the CoMet and Nova benchmarking groups.

The data had been used to gain a better understanding of costs and to inform programmes. Further work was being undertaken by Imperial College to normalise the data to account for factors such as age of rolling stock and infrastructure.

The Benchmarking Programme had also shown that London Underground was ahead of many of its peers in areas such as track replacement and consequently was being approached by other metros for advice and assistance.

The information from the Benchmarking Reports was used to inform the Business Plan and was of particular importance in presenting TfL's plans ahead of the Comprehensive Spending Review.

**The Panel noted the paper.**



## **08/02/15 Crossrail – Moving to the Operating Railway**

Howard Smith introduced the paper, which provided an overview of the transition of the Crossrail project into an operational railway.

Work was taking place, in conjunction with the Commercial Development team, to investigate revenue opportunities related to power and fibre optic cabling provision in the tunnel infrastructure.

All Crossrail stations would be subject to cleaning regimes specified within the franchise agreements. Requirements for new stations would be in line with comparable metros such as the MTR in Hong Kong, while existing stations would be subject to standards in line with those on the London Overground Network.

**The Panel noted the paper.**

## **09/02/15 Central Line Heavy Overhaul Programme Lift**

Gareth Powell introduced the paper, which provided a summary of the planned Heavy Overhaul Programme Lift for 1992 Tube Stock on the Central line, which would ensure continued safety of the fleet and improve levels of reliability.

**The Panel noted the paper.**

## **10/02/15 Any Other Business**

The Surface Transport Panel had received an informal briefing update on Target Setting and Members requested that a similar update be provided to this Panel.

**[Action: Mike Brown]**

There being no further business, the meeting closed at 11.45am. The next scheduled meeting would be held on Wednesday 20 May 2015 at 10.00am.

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

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