

Surface Transport Panel



Date: 30 October 2014

Item 4: Actions List

This paper will be considered in public

1 Summary

1.1 This paper informs the Panel of progress against actions agreed at previous meetings.

2 Recommendation

2.1 **The Panel is asked to note the Actions List.**

List of appendices to this report:

Appendix 1: Actions List
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List of Background Papers:

Minutes of previous meetings of the Panel

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Surface Transport Panel Actions List (reported to the meeting on 30 October 2014)

Actions from the Last Meeting

Minute No.	Item/Description	Action By	Target Date	Status note
44/07/14	Matters Arising and Actions List A note to be circulated on the outcome of the further consideration of providing Christmas Day bus services.	Leon Daniels	11 February 2015 meeting	An update is provided in the Managing Director's report. A further report has been scheduled.
	The Panel to receive an update report on crime figures on the night bus network in six months.	Steve Burton	11 February 2015 meeting	Scheduled.
45/07/14	Managing Director's Report Officers to investigate the quality of glass specification for installation in buses during the procurement process.	Leon Daniels	30 October 2014 meeting	Oral update to be provided at the meeting.
	Officers to provide further detail on the data of the overall numbers of HGV vehicles stopped which had not been compliant, in the context of the total number of HGVs on London's roads.	Garrett Emmerson	30 October 2014 meeting	The Commercial Vehicle Unit and Industrial HGV Task Force work to combat non-compliant and dangerous commercial vehicles by undertaking targeted roadside enforcement activities. Since the beginning of operations the IHTF have stopped over 3000 vehicles and identified a satisfactory stop rate of 27%. This means that 73% of vehicles stopped by the IHTF were found to be non-compliant. However, due to the focused nature of the team this figure must not be seen as being representative of the wider London freight population. HGVs make over 2.5 million km of journeys on London's roads every day. TfL is working with DVSA and the MPS

Actions from previous meetings

Minute No.	Item/Description	Action By	Target Date	Status note
38/04/14	Managing Director's Report Officers to review the possibility of providing a bus service on Christmas Day.	Mike Weston	30 October 2014 meeting	On agenda. Completed.
	A report to be submitted to a future meeting on possible improvements for pedestrians at Euston and King's Cross St Pancras, including signage, better integration between the stations and quality of paving.	Garrett Emmerson	11 February 2015 meeting	Scheduled.
39/04/14	2014/15 Performance Measures and Targets Future targets be presented to Members for consultation prior to publication.	Patrick Doig	11 February 2015 meeting	Scheduled.
	Further information to be provided on data used to plan and develop targets for walking.	Patrick Doig	30 October 2014 meeting	On agenda. Completed.
33/02/14	Managing Director's Report The outcome of the scheduled review of social needs transport to be submitted to a future meeting.	Leon Daniels/ Silka Kennedy-Todd	To be confirmed	Work on this is ongoing.

Appendix 2

Briefing Note for Surface Transport Panel Members

Date: 4 August 2014

Subject: Airport Taxi Ranks – Additional Charges

1 Background

- 1.1 At its meeting on 9 July 2014, the Surface Transport Panel asked whether the introduction of additional charges at airports for the use of taxi ranks was discriminatory against people with disabilities who would be adversely impacted as the largest user group of this service.

2 Indirect Discrimination

- 2.1 If a disabled passenger can demonstrate that those having their disability are put at, or would be put at, a particular disadvantage from the imposition of the extra charge compared with others, for example if it can be demonstrated that they are more frequent users of airport taxis, indirect discrimination could be made out.
- 2.2 Indirect discrimination can however be justified where it is demonstrated to be a proportionate means to achieve a legitimate aim. If the charge could be demonstrated to be no more than is reasonably necessary to ensure the availability of a viable taxi service for all airport passengers then the charge would be lawful.

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