

Transport for London

Minutes of the Surface Transport Panel

Conference Rooms 1 and 2, Ground Floor, Palestra
197 Blackfriars Road, London, SE1 8NJ
10.00am, 11 February 2015

Members

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

Staff

Howard Carter	General Counsel
Leon Daniels	Managing Director, Surface Transport
Patrick Doig	Director of Finance, Surface Transport
Garrett Emmerson	Chief Operating Officer, Surface Transport
Steve Burton	Director of Enforcement and On-Street Operations, Surface Transport (for part)
Sue Riley	Secretariat Officer

01/02/15 Apologies and Declarations of Interest

An apology for absence had been received from Keith Williams.

Charles Belcher declared an interest as a member of Atos Origin Advisory Council on Transport. Baroness Grey-Thompson, DBE declared an interest as a member of the London Legacy Development Corporation. Steve Wright declared an interest as Chair of the Licensed Private Hire Car Association regarding any matters concerning private hire vehicles.

02/02/15 Minutes of the Meeting held on 30 October 2014

Brian Cooke commented that his request for a report on Christmas Day bus services had not been reflected in the minutes.

The minutes of the meeting held on 30 October 2014 were approved as a correct record and signed by the Chair.

03/02/15 Matters Arising and Actions List

The Chair requested that target dates be included against all actions in future reports.

[Action: Secretariat]

The Panel noted the actions list.

04/02/15 Managing Director's Report

Leon Daniels presented the report, which updated the Panel on Surface Transport's performance for Periods 7, 8 and 9 in 2014/15 (14 September to 6 December 2014) and provided an overview of recent major issues and developments within Surface Transport.

Increased road congestion and worsening traffic conditions had impacted on bus reliability times, particularly in outer London, due to greater car usage. Measures to increase resources for bus services and improved reliability had been included as part of TfL's Business Plan.

200 new Routemaster buses had been purchased and were £5k cheaper per bus than the current price, over a five year period. In addition, a further 800 buses were scheduled to be fitted with selective catalytic reduction equipment to bring the planned total upgrade of Euro III generation buses to 1,800 by the end of 2015.

Work had already started on Cycle Superhighways routes 2 (Bow to Aldgate) and 5 inner (Oval to Pimlico). As recently reported in the press, consultation with the Royal Parks had begun on the route in front of Buckingham Palace. A number of concerns had been raised due to the sensitivity of the location. An agreement had yet to be reached but discussions continued.

The Panel noted that, at the meeting of the Board on 4 February 2015, the need for an improved approach to benefit costs analysis had been raised. Officers acknowledged the need generally to capture and reflect wider social benefits of a scheme in the overall business case, but there was difficulty in quantifying such benefits.

Leon Daniels highlighted the new roads and transport policing command, created to further improve the safety and security of London's roads, bus network and other Surface Transport services.

More than 4,000 commercial vehicles, predominantly construction and waste vehicles, have been stopped by the Industrial HGV Task Force, with 47 taken off the road and 2,000 roadworthiness prohibitions issued. The main aim was to drive up freight industry standards and deter non-compliance, which was an area of concern. The new safety standards required by TfL for heavy goods vehicles would become compulsory in London and national legislation was being further debated in the House of Lords.

As well as physical checks on heavy goods vehicles using major routes, other measures included use of CCTV for retrospective action, and training was being provided to Traffic Police Community Support Officers to assist in collecting intelligence.

European heavy goods vehicle manufacturers were slow in picking up new safety design features due to the life cycle of vehicles. Steve Wright commended TfL for their leading work in road safety and freight.

Members requested that the results of the most recent customer surveys be provided.

[Action: Patrick Doig]

The Panel noted the report.

05/02/15 Update on Night Bus Network Crime Figures

Steve Burton introduced the update on crime figures for the night bus network. Crime on the night bus network between April and December 2014 continued to decline and was 16 per cent lower (521 fewer offences) than the same period in the previous year. Officers were also looking at increasing Revenue Inspector numbers at night to help further reduce crime. Customers were more vulnerable at night, particularly under the influence of alcohol.

Theft and handling remained the highest crime on the network. Violent crime had slight increased, although this was mainly due to changes in police recording and reporting.

A working group was looking at the crime and disorder implications across the network of the proposed Night Tube services.

The Panel noted the paper.

06/02/15 Enhancing Advertising Board Enforcement

Steve Burton introduced the update on a trial to improve compliance with Advertising ('A') Board legislation on the Transport for London Road Network (TLRN) through on-street enforcement, setting out TfL's proposals for delivering improved compliance with 'A' Board restrictions across the agreed zero tolerance areas.

In January 2014, TfL, working with the Metropolitan Police Service, began a six month trial of enhanced 'A' Board enforcement. This pilot had proved very successful and compliance continued to improve. The most effective approach had been in on-street enforcement officers engaging in dialogue with premises owners.

Changes were also being made to enhance TfL prosecution systems to include functionality for 'A' Board enforcement. The process for checking, penalising and prosecuting offenders will be largely automated as part of an existing IT enhancement project (Mercury Phase 3).

The Panel discussed the areas of zero tolerance highlighted in the Appendix of the report, which was considered too focused on inner London areas. The Chair reported on her recent meeting with London TravelWatch on this issue, and its preference for a wider application of this approach.

It was agreed that the list of zero tolerance areas would be reviewed and an update report would be submitted to the Panel meeting of 25 February 2016.

[Action: Steve Burton]

The Panel noted the paper.

There being no further business the meeting closed at 11.00am.

The next scheduled meeting would be held on 13 May 2015 at 10.00am.

Chair: _____

Date: _____