

# TRANSPORT FOR LONDON

## AGENDA

### BOARD MEETING

**TO BE HELD IN ROOM AG16  
ROMNEY HOUSE, MARSHAM STREET, LONDON SW1P 3PY  
ON FRIDAY 8<sup>TH</sup> SEPTEMBER 2000, STARTING AT 1000 HRS**

A meeting of the Board will be held to deal with the following business. The public are welcome to attend this meeting, which has disabled access. Please note that members of the press should use the Tufton Street Entrance.

1. Apologies for absence Oral Item
2. Minutes of previous meetings  
Board meeting held on 27<sup>th</sup> July
3. Matters arising Oral Item
4. Procedural items:
  - 4.1 [Formation of the TfL Advisory Panel and update on progress in relation to Management boards.](#) Paper by TfL
  - 4.2 [Disclosure Policy](#) Paper by TfL
  - 4.3 [Appointment of Shareholder representative for Transport Trading Limited](#) Paper by TfL
  - 4.4 [Chair's Actions for endorsement](#) Paper by TfL
5. [Fares](#)  
[Final proposals for fares in 2001](#) Paper by TfL
6. Reports Paper by TfL
  - 6.1 [Performance Report](#)
  - 6.2 [Development of the Mayor's Transport Strategy and the TfL Business Plan](#) Paper by TfL
7. Hungerford Bridge Oral item
8. [Congestion Charging](#)  
[GLA Discussion Paper](#) Paper by TfL
9. Any Other Business
  - 9.1 [Health & Safety Policy](#) Oral item
  - 9.2 [East Thames Buses](#) Oral item
  - 9.3 [Appointment of Chair of London Bus Services Limited](#) Oral item

**TRANSPORT FOR LONDON**

**BOARD PAPER**

**SUBJECT:** FORMATION OF THE TfL ADVISORY PANEL  
AND UPDATE ON PROGRESS IN RELATION TO  
MANAGEMENT BOARDS

**MEETING DATE:** 8<sup>th</sup> SEPTEMBER 2000

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**1. INTRODUCTION**

This report proposes the formation of a new Advisory Panel as a forum for discussing stakeholder opinions in relation to transport.

This paper also reports progress, following earlier TfL Board discussions, on the proposed management structure in the light of advice that has been obtained and further consideration by the designate Management Board on 29 August 2000.

**2. ISSUES**

**2.1 TfL Advisory Panel**

The Greater London Authority Act 1999 provides for formal consultation with key stakeholders in relation to certain policies and proposals. In order to obtain the views of representatives of the community in relation to transport issues generally, it is proposed to establish an Advisory Panel. Panel advisors would meet with representatives of the TfL Board and officers on a quarterly basis to provide input into policy development.

**2.2 Boards within TfL**

**(i) Membership of Boards**

As reported at the meeting of 27 July 2000, membership of 'boards' (other than the boards of subsidiary companies set up under the Companies Act) must be confined to members of TfL and its officers.

Advisors are being chosen to assist these boards. These advisors can have input into the discussions of the relevant board but cannot be part of final decision taking processes.

**(ii) Management Board**

It is proposed that this Board (currently referred to as the Executive Management Committee in Standing Order No 1) be made up of members and officers of TfL. It will resolve any issues that arise as reported from the other Boards and will approve the agenda and review papers for consideration by the TfL Board. It will also carry out tasks delegated to it by the TfL Board.

**(iii) Finance and Corporate Services**

In recognition of the importance of finance in the functioning of TfL, it is recommended that the Corporate Services and Communications board be renamed as the Finance and Corporate Services board. This board will provide high level guidance and advice on financial issues, corporate services and communications across TfL. A body of members and officers, it will report to the Management Board on key issues.

**(iv) Integration**

As reported to the last meeting of the Board, the Integration board will be a body of members and officers. This board will provide high level guidance to the Integration Directorate and lead the implementation of the transport strategy across the TfL Group. It will report to the Management Board on key issues.

**(v) Street Management**

The Street Management board will also be a body of members and officers. This board will provide high level guidance to the Street Management Directorate and report to the Management Board.

**(vi) Bus and River Services**

This board will be an advisory body of members and officers providing strategic direction on matters impacting upon bus and river services provision. It will also report to the Management Board. The Bus and River Services board is distinct from the Companies Act companies (London Bus Services Limited, London Buses Limited, Victoria Coach Station Limited and London River Services Limited) which will continue to discharge their legal obligations as registered companies. There will, however, be some common membership of these boards.

**(vii) Public Carriage**

At the meeting of the TfL Board of 27 July it was agreed that the Public Carriage Office would report to the Director of Corporate Services. To ensure that due attention is given to the important strategic issues in relation to taxi and private hire vehicles it is recommended a Public Carriage board be established. This board would be a group of members and officers and will report on these issues to the Management Board. There will be some common membership with the membership of the Bus and River Services board.

**(viii) Rail Services**

It is recommended that this board be a body of members and officers and have similar terms of reference to the Bus and River Services board, in relation to rail services. Until London Underground joins the TfL Group, representatives of LUL will act in an advisory capacity. Further consultation with the parties is underway regarding composition and terms of reference.

**3. RECOMMENDATIONS**

The TfL Board is asked to:

- (1) ENDORSE the formation of the TfL Advisory Panel;
- (2) DELEGATE to the Vice-Chair of TfL power to appoint advisors to the TfL Advisory Panel;
- (3) ENDORSE the formation of the boards in the format suggested above (subject to further consultation in relation to the Rail Services board);
- (4) DELEGATE to the Vice-Chair, in consultation with the Chief Executive, approval of the terms of reference of the Management Board;
- (5) DELEGATE to the Vice-Chair, in consultation with the Chief Executive, final approval of the composition of the boards;
- (6) DELEGATE to the Management Board final approval of the terms of reference of the other boards and of the TfL Advisory Panel;
- (7) NOTE that amendments will be required to the Standing Orders at a future meeting of the TfL Board to reflect the finalised management structure; and
- (8) NOTE that new boards are convening to begin to take up their remit.

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Anthony Mayer  
Transitional Chief Executive of TfL

**TRANSPORT FOR LONDON**

**BOARD PAPER**

**SUBJECT:** DISCLOSURE POLICY

**MEETING DATE:** 8<sup>th</sup> SEPTEMBER 2000

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**4. INTRODUCTION**

On 3 July 2000, the Standing Orders of Transport for London were altered so that in most instances the meetings of the TfL Board could be held in public. It was the Mayor's intention that Londoners could see and participate in the debate on transport issues. The papers discussed at these public meetings and the minutes of them are, in the usual course of events, made available to the public.

It is recommended that this approach be extended so that the public is entitled to view other documents related to the operation of the TfL Group. This is in keeping with the principles enshrined in the Greater London Authority Act 1999 (GLA Act) and the Freedom of Information Bill.

**2. BACKGROUND**

The GLA Act requires the Greater London Assembly to make certain documents publicly available in the same way as documents of a local authority would be made available. While these obligations do not apply to TfL, TfL will adopt a similar principle. The Freedom of Information Bill also provides a right of access to recorded information although it is not yet law.

**3. ISSUES**

While most documents can be made available to the public, release of others would impair TfL in the conduct of its business. For example, to release documents that are commercially sensitive or would compromise solicitor/client confidentiality would not be appropriate. Disclosure of certain documents may also be illegal such as information protected by data protection legislation (for example, personal information about employees).

In order for the correct balance to be struck between transparency and the need for TfL to behave legally and effectively, guidelines need to be developed and endorsed. These guidelines will enshrine the principles of Freedom of Information law.

**4. RECOMMENDATION**

The Board is asked to:

1. ENDORSE the principle of disclosure of information for TfL; and
2. NOTE that guidelines will be prepared about what documents shall be made publicly available, for endorsement by the Management Board.

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Anthony Mayer  
Transitional Chief Executive of TfL

**TRANSPORT FOR LONDON**

**BOARD PAPER**

SUBJECT: APPOINTMENT OF SHAREHOLDER  
REPRESENTATIVE FOR TRANSPORT TRADING  
LIMITED

MEETING DATE: 8 September 2000

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**1 BACKGROUND**

- 1.1 Transport *for* London organises its trading activities through Transport Trading Limited (“TTL”), a company formed under the Companies Act 1985, all of whose shares are owned by TfL.
- 1.2 Certain matters relating to the management and control of companies can only be done by a resolution of the shareholders of the company. For this purpose it is necessary to appoint someone to act as the representative of TfL (the “Shareholder Representative”) in respect of matters which relate to TTL.
- 1.3 The power to appoint a Shareholder Representative arises from the general power of TfL to arrange for any of its functions to be carried out by any member or officer of TfL (Paragraph 7(1) of Schedule 10 to the Greater London Authority Act 1999).

**2 RECOMMENDATION**

It is recommended that the Board:

APPOINT Dave Wetzel as Shareholder Representative of TfL for TTL with authority to vote at general meetings and sign all documents on behalf of TfL in its capacity as shareholder of TTL, in accordance with such instructions or authority as may be given from time to time by TfL.

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Anthony Mayer  
Transitional Chief Executive of TfL

**TRANSPORT FOR LONDON**

**BOARD PAPER**

**SUBJECT : CHAIR'S ACTIONS FOR ENDORSEMENT**

**MEETING DATE : 8<sup>th</sup> SEPTEMBER 2000**

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**1. INTRODUCTION**

Under the Standing Orders, the Chair of the Management Board has the power to take actions, subject to endorsement by the Board.

**2. BACKGROUND**

Since the previous meeting, the Chair has taken the following actions:

Date	Action	Taken By
02 August	Retention of current operator of bus contract for route 29/N29, where the total value over five years exceeds £25m.	D. Wetzel
07 August	Changes in specification for additional vehicles for Docklands Light Rail	D. Wetzel

**3. RECOMMENDATIONS**

The Board is asked to endorse the Chair's actions listed above.

**Michael Swiggs**  
Director, Corporate Services

**TRANSPORT FOR LONDON**

**BOARD PAPER**

**SUBJECT:** FINAL PROPOSALS FOR FARES IN 2001

**MEETING DATE:** 8 SEPTEMBER 2000

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**1. INTRODUCTION**

This note presents final proposals for changes to public transport fares in London from January 2001. These proposals have now been approved for introduction by the Mayor. The final proposals reflect:

- (1) the paper submitted to the TfL Board in July and the views expressed by TfL Board Members;
- (2) discussions and consultation with London Underground;
- (3) consultation with key stakeholders, including the London Transport Users' Committee, based on the proposals in the Board Paper.

A review of the main points raised in the consultation is attached as Annex 1.

The annual increase in the July retail prices index was 3.3% - unchanged from the June figure. There has, therefore, been no need to revise the Mayor's original proposals to allow for changed inflation.

**2. BUS FARES**

Consultees generally welcomed the proposal to freeze bus fares though some disappointment was expressed at the delay in moving to a flat fare. However, while an 80p flat fare package might break even, a 70p flat fare would cost some £20m pa. This is not affordable for 2001, given the financial settlement recently announced by the Government.

It is proposed, therefore, that all bus fares in London and Tramlink fares are frozen in 2001 as envisaged in the July paper.

Work to develop a programme of low cost bus ticketing initiatives is proceeding, as outlined in the July Board paper. These include a replacement for the Saver Six ticket – as requested by a number of consultees. More radical and far-reaching proposals are not affordable at the present time.



### **3. TUBE FARES**

Here, there was less consensus than for buses, with some consultees preferring a fares freeze or fares reductions to the proposed inflation-matching increase. There was also concern regarding some of the individual price increases – though the retention of 10p fare steps was generally accepted.

London Underground restated their case for focussing increases on Zone One and for parallel increases in singles and carnet tickets.

Many of the specific price concerns expressed are inevitable in a low inflation environment when individual fare values must increase by discrete amounts. These concerns are recognised by the two-year perspective set out in the July Board Paper.

It is therefore proposed that the increases in single Underground fares, carnet tickets, LT cards etc. envisaged in the TfL Board paper should go ahead. These are set out in Table 1.

It is also proposed that the extension of the student discount travel scheme to cover the summer months should go ahead, subject to final agreement with the participating colleges.

Extension of the Underground's zonal fares system to Bakerloo Line stations north of Queens Park was welcomed by a number of the consultees. A scheme to provide for this is still being sought with Silverlink.

### **4. TRAVELCARDS**

#### **4.1 One Day Travelcards**

The Train Operators have now agreed to the proposals for One Day Travelcard price changes set out in the July paper. These are set out in Table 2 together with proposals for Weekend and Family Travelcards – adult prices follow mechanically from the standard One Day prices. The TOCs have also agreed, albeit reluctantly, that all child One Day prices are frozen, including those for Weekend and Family tickets.

#### **4.2 Travelcards**

The July Board paper proposed that Travelcard (Seasons) should increase broadly in line with inflation. A package of specific proposals has now been agreed with the Train Operators and endorsed by the Mayor. This package is shown in Table 2. Within the package, the overall increase in Travelcard Season prices is 3.1%. Individual price increases range from 2.5% to 3.9% (adult tickets) and from 2.0% to 3.5% (child). The package of increases thus remains squarely in line with the proposal in the July Board Paper.

Indeed, taking all fares valid on the Underground together, the overall increase in prices proposed will match the 3.3% benchmark inflation rate.

#### **4.3 Youth LT Cards**

Prices of these tickets, which exclude National Rail validity, are shown for completeness on Table 1 – a discount of at least 30% on the price of the adult Travelcard season ticket is provided.

## **5. VISITOR TRAVELCARDS**

Visitor Travelcards are sold through Travel Agents overseas to prospective visitors to London. Prices are adjusted in April/May and are not normally publicised as part of the January revision. However, travel trade time-scales for producing materials for next summer mean that decisions on prices are now needed.

Table 2 sets out what is proposed. The average proposed increase is about 3.5%. These increases have been agreed with the Train Operators.

## **6. FARES ON THE METROPOLITAN LINE OUTSIDE GREATER LONDON**

Fares on the Metropolitan Line outside Greater London are generally agreed with Chiltern Railways once the prices for London fares are agreed. Table 3 shows the fares being proposed by TfL to Chiltern. These aim to be consistent with the proposals for fares within Greater London. The overall yield will be broadly in line with inflation. These proposals may be subject to minor modification following final discussions with Chiltern.

## **7. CONCLUSIONS**

The Board is asked to note that the proposals set out in the July Board paper have now been confirmed by the Mayor following consultation. The final package includes:

- freezing bus and tram fares;
- increasing fares on the Underground in line with inflation;
- increasing specific tube fares as proposed in the July Board paper as part of a two year programme of increases, reflecting the decision to retain 10p increase “steps”;
- increasing One Day Travelcards as proposed explicitly in the July Board paper and increasing Travelcard seasons, “broadly in line with inflation”, as proposed;
- increasing prices for Visitor Travelcards and fares on the Metropolitan Line outside London to match inflation – in line with the overall strategy for Underground fares.

**Richard Smith**

Director of Integration

**Table 1: Final Underground Fares Proposals For January 2001**

	Adult price		Change (£)	Change (%)	Child price		Change (£)	Change (%)
	Current	Proposed			Current	Proposed		
<b>Single</b>								
1	£1.50	£1.50	-	0.0%	£0.60	£0.60	-	0.0%
12	£1.80	£1.90	£0.10	5.6%	£0.80	£0.80	-	0.0%
123	£2.10	£2.20	£0.10	4.8%	£1.00	£1.00	-	0.0%
1234	£2.60	£2.70	£0.10	3.8%	£1.20	£1.20	-	0.0%
12345	£3.20	£3.30	£0.10	3.1%	£1.40	£1.40	-	0.0%
123456	£3.50	£3.60	£0.10	2.9%	£1.50	£1.50	-	0.0%
2, 3, 4, 5, 6	£0.90	£0.90	-	0.0%	£0.40	£0.40	-	0.0%
23, 34, 45, 56	£1.20	£1.20	-	0.0%	£0.60	£0.60	-	0.0%
234, 345, 456	£1.60	£1.70	£0.10	6.2%	£0.80	£0.80	-	0.0%
2345, 3456	£2.00	£2.10	£0.10	5.0%	£1.00	£1.00	-	0.0%
23456	£2.20	£2.30	£0.10	4.5%	£1.10	£1.10	-	0.0%
<b>Carnet (10 tickets)</b>								
1	£11.00	£11.50	£0.50	4.5%	£5.00	£5.00	-	0.0%
<b>One Day LT Card</b>								
12	£5.00	£5.10	£0.10	2.0%	£2.50	£2.50	-	0.0%
1234	£6.00	£6.20	£0.20	3.3%	£3.00	£3.00	-	0.0%
123456	£7.50	£7.70	£0.20	2.7%	£3.30	£3.30	-	0.0%
<b>Group Day Ticket</b>	<b>Price per adult</b>				<b>Price per child</b>			
123456	£2.80	£2.90	£0.10	3.6%	£0.80	£0.80	-	0.0%

	Weekly Price		Change (£)	Change (%)
	Current	Proposed		
<b>Youth LT Card</b>				
1	£10.70	£11.00	£0.30	2.8%
12	£12.70	£13.10	£0.40	3.1%
123	£15.10	£15.60	£0.50	3.3%
1234	£18.70	£19.30	£0.60	3.2%
12345	£22.60	£23.30	£0.70	3.1%
123456	£24.70	£25.40	£0.70	2.8%
2, 3, 4, 5, 6	£5.90	£6.10	£0.20	3.4%
23, 34, 45, 56	£8.00	£8.20	£0.20	2.5%
234, 345, 456	£11.00	£11.30	£0.30	2.7%
2345, 3456	£13.90	£14.30	£0.40	2.9%
23456	£15.50	£15.90	£0.40	2.6%

**Table 2: Final Travelcard Price Proposals For January 2001**

	Adult price		Change (£)	Change (%)	Child price		Change (£)	Change (%)
	Current	Proposed			Current	Proposed		
<b>One Day Travelcard</b>								
12	£3.90	£4.00	£0.10	2.6%	n/a	n/a	n/a	n/a
1234	£4.10	£4.30	£0.20	4.9%	n/a	n/a	n/a	n/a
123456	£4.70	£4.90	£0.20	4.3%	£2.00	£2.00	-	0.0%
23456	£3.50	£3.50	-	0.0%	n/a	n/a	n/a	n/a
<b>Family Travelcard</b>								
12	£2.60	£2.60	-	0.0%	n/a	n/a	n/a	n/a
1234	£2.70	£2.80	£0.10	3.7%	n/a	n/a	n/a	n/a
123456	£3.10	£3.20	£0.10	3.2%	£0.80	£0.80	-	0.0%
23456	£2.30	£2.30	-	0.0%	n/a	n/a	n/a	n/a
<b>Weekend Travelcard</b>								
12	£5.80	£6.00	£0.20	3.4%	n/a	n/a	n/a	n/a
1234	£6.10	£6.40	£0.30	4.9%	n/a	n/a	n/a	n/a
123456	£7.00	£7.30	£0.30	4.3%	£3.00	£3.00	-	0.0%
23456	£5.20	£5.20	-	0.0%	n/a	n/a	n/a	n/a
<b>Weekly Travelcard</b>								
1	£15.30	£15.90	£0.60	3.9%	£6.50	£6.60	£0.10	1.5%
12	£18.20	£18.90	£0.70	3.8%	£7.50	£7.70	£0.20	2.7%
123	£21.70	£22.40	£0.70	3.2%	£10.00	£10.30	£0.30	3.0%
1234	£26.80	£27.60	£0.80	3.0%	£12.50	£12.80	£0.30	2.4%
12345	£32.40	£33.30	£0.90	2.8%	£13.70	£14.10	£0.40	2.9%
123456	£35.40	£36.40	£1.00	2.8%	£15.00	£15.40	£0.40	2.7%
2, 3, 4, 5, 6	£8.50	£8.80	£0.30	3.5%	£4.20	£4.30	£0.10	2.4%
23, 34, 45, 56	£11.50	£11.80	£0.30	2.6%	£5.70	£5.90	£0.20	3.5%
234, 345, 456	£15.80	£16.20	£0.40	2.5%	£7.70	£7.90	£0.20	2.6%
2345, 3456	£20.00	£20.50	£0.50	2.5%	£10.00	£10.20	£0.20	2.0%
23456	£22.20	£22.80	£0.60	2.7%	£11.10	£11.40	£0.30	2.7%
<b>Visitor Travelcard</b>								
12, 3 day	£12.20	£12.60	£0.40	3.3%	£5.20	£5.40	£0.20	3.8%
12, 4 day	£15.20	£15.70	£0.50	3.3%	£6.20	£6.40	£0.20	3.2%
12, 7 day	£18.50	£19.20	£0.70	3.8%	£7.50	£7.80	£0.30	4.0%
123456, 2 day	£12.50	£13.00	£0.50	4.0%	£5.30	£5.50	£0.20	3.8%
123456, 3 day	£18.00	£18.60	£0.60	3.3%	£8.00	£8.30	£0.30	3.8%
123456, 4 day	£24.00	£24.80	£0.80	3.3%	£9.50	£9.90	£0.40	4.2%
123456, 7 day	£36.00	£37.20	£1.20	3.3%	£15.00	£15.50	£0.50	3.3%

**Table 3: Fares For Metropolitan Line Beyond Moor Park - Proposals For January 2001**

	Adult price		Change (£)	Change (%)	Child price		Change (£)	Change (%)
	Current	Proposed			Current	Proposed		
<b>Single</b>								
1-6+Rick'wth/Croxley	£3.70	£3.80	£0.10	2.7%	£1.60	£1.70	-	0.0%
1-6+Chor'wd/Watford	£4.00	£4.10	£0.10	2.5%	£1.70	£1.80	-	0.0%
1-6+Chalfont	£4.30	£4.50	£0.20	4.7%	£1.80	£1.90	-	0.0%
1-6+Am'shm/Chesham	£5.10	£5.30	£0.20	3.9%	£2.00	£2.10	-	0.0%
<b>One Day LT Card</b>								
1-6+Rick'wth/Croxley	£8.50	£8.80	£0.30	3.5%	£3.60	£3.70	-	0.0%
1-6+Chor'wd/Watford	£9.00	£9.30	£0.30	3.3%	£3.90	£4.00	-	0.0%
1-6+Chalfont	£9.50	£9.80	£0.30	3.2%	£4.10	£4.20	-	0.0%
1-6+Am'shm/Chesham	£11.00	£11.30	£0.30	2.7%	£4.40	£4.50	-	0.0%
<b>One Day Travelcard</b>								
1-6+Rick'wth/Croxley	£5.00	£5.20	£0.20	4.0%	£2.10	£2.10	-	0.0%
1-6+Chor'wd/Watford	£5.30	£5.50	£0.20	3.8%	£2.20	£2.30	-	0.0%
1-6+Chalfont	£5.60	£5.80	£0.20	3.6%	£2.30	£2.40	-	0.0%
1-6+Am'shm/Chesham	£6.30	£6.50	£0.20	3.2%	£2.50	£2.60	-	0.0%
2-6+Am'shm/Chesham	£3.80	£3.90	£0.10	2.6%	£2.00	£2.00	-	0.0%

<b>Family Travelcard</b>									
1-6+Rick'wth/Croxley	£3.30	£3.40	£0.10	3.0%	£0.80	£0.80	-	0.0%	
1-6+Chor'wd/Watford	£3.50	£3.60	£0.10	2.9%	£0.80	£0.80	-	0.0%	
1-6+Chalfont	£3.70	£3.80	£0.10	2.7%	£0.80	£0.80	-	0.0%	
1-6+Am'shm/Chesham	£4.20	£4.30	£0.10	2.4%	£0.80	£0.80	-	0.0%	
2-6+Am'shm/Chesham	£2.50	£2.60	£0.10	4.0%	£0.80	£0.80	-	0.0%	
<b>Weekend Travelcard</b>									
1-6+Rick'wth/Croxley	£7.50	£7.80	£0.30	4.0%	£3.10	£3.10	-	0.0%	
1-6+Chor'wd/Watford	£7.90	£8.20	£0.30	3.8%	£3.30	£3.30	-	0.0%	
1-6+Chalfont	£8.40	£8.70	£0.30	3.6%	£3.40	£3.40	-	0.0%	
1-6+Am'shm/Chesham	£9.40	£9.70	£0.30	3.2%	£3.70	£3.70	-	0.0%	
2-6+Am'shm/Chesham	£5.70	£5.80	£0.10	1.8%	£3.00	£3.00	-	0.0%	
<b>Group Day Ticket</b>									
123456ABCD	£3.40	£3.50	£0.10	2.9%	£1.00	£1.00	-	0.0%	
<b>Weekly Travelcard</b>									
1-6+Rick'wth/Croxley	£37.50	£38.70	£1.20	3.2%	£15.50	£16.00	£0.50	3.2%	
1-6+Chor'wd/Watford	£40.50	£41.80	£1.30	3.2%	£16.50	£17.00	£0.50	3.0%	
1-6+Chalfont	£43.50	£44.90	£1.40	3.2%	£17.50	£18.10	£0.60	3.4%	
1-6+Am'shm/Chesham	£52.00	£53.70	£1.70	3.3%	£18.70	£19.30	£0.60	3.2%	

	Weekly Price		Change (£)	Change (%)
	Current	Proposed		
<b>Youth LT Card</b>				
1-6+Rick'wth/Croxley	£26.20	£27.00	£0.80	3.1%
1-6+Chor'wd/Watford	£28.30	£29.20	£0.90	3.2%
1-6+Chalfont	£30.40	£31.40	£1.00	3.3%
1-6+Am'shm/Chesham	£36.40	£37.50	£1.10	3.0%

## ANNEX 1

### JANUARY 2001 FARES PROPOSALS – CONSULTATION

#### 1 Introduction

The paper to the TfL Board on 27 July regarding fares proposals for January 2001 indicated that the views of key stakeholders in London's public transport would be sought. This has now been done, with the Board paper and the GLA's press release on the proposals being circulated to London Underground, the Shadow Strategic Rail Authority, the London Transport Users' Committee, the Association of London Government, Capital Transport Campaign, the trade unions, and representatives of business in London. An overview of the responses received is as follows.

#### 2. London Transport Users' Committee (LTUC)

LTUC's response welcomes the general approach taken by the paper and, in particular, the proposals to:

- abandon the policy of increasing fares by RPI+1%;
- standardise day and night bus fares in the longer term;
- introduce zonal single fares on the Bakerloo Line north of Queens Park.

Concerns include:

- the delay in introducing a bus flat fare;
- the withdrawal of the 'Saver Six' bus carnet ticket;
- the 20p increase for the Zone 1-4 and Zone 1-6 One Day Travelcards;
- the stated intention of raising the Zone 1 Underground single fare in 2002;
- the operational implications of removing the morning peak restriction on the use of Freedom Passes.

TfL recognises all these concerns and in particular shares LTUC's enthusiasm for further simplification of bus cash fares. Speeding up bus boarding is a key to improving bus service quality. However, a 70p flat fare is not affordable for 2001. Urgent work is continuing to develop a replacement for Saver Six.

As regards the specific increases for One Day Travelcards and Underground single fares, TfL believe there is no scope for avoiding these increases while meeting the overall revenue-raising target in the most acceptable way.

TfL is mindful of the operational implications of removing the morning peak restriction on the Freedom Pass and will be assessing this issue carefully with the London Boroughs.



### **3 The Association of London Government (ALG)**

The ALG's response supports:

- the freezing of bus fares in absolute terms and Underground fares in real terms;
- the retention of Underground fares in multiples of 10p.

A further response may be produced once the ALG Committees have met and considered the proposals.

### **4 Transport & General Union (T&G)**

The T&G's response to the consultation was generally supportive, welcoming:

- the freezing of bus fares and supporting the progress towards a flat fare;
- the possible removal of Freedom Pass time restrictions;
- ticketing initiatives to reduce cash on buses.

An absolute freeze in Underground fares would have been preferred but the response accepts that the proposed increases are less than previously planned.

### **5. The Transport Salaried Staff Association (TSSA )**

The TSSA's response welcomes the commitment that bus and tube fares will not outstrip inflation, or will be frozen. However, concerns are expressed at the continuing high levels of fares and at the proposed increase (6.3%) in the 3 Zone non-central and in the Zone 1 single fare in 2002.

The specific concerns are noted. However, given the restriction of price changes to multiples of 10p, any increase to the smaller fare values will inevitably exceed the rate of inflation. TfL's intention to hold these fares unchanged in 2002 will mean that the overall increase in these prices will be in line with inflation taking one year with the next.

### **6. The Strategic Rail Authority ( SSRA )**

The response from the SSRA was generally very positive:

- welcoming the change in the target increase from RPI+1% to RPI, given that it will narrow (or at least not further widen) the gap with National Rail fares;
- expressing enthusiasm for exploring the benefits of a simplified, integrated fares structure for London as a whole.

Concern that the restructuring of fares on the Bakerloo Line should not lead to subsidy leakage has been noted by TfL.

## **7. Capital Transport Campaign ( CTC )**

CTC's response focussed on:

- The high general level of Underground fares, which will continue, and the consequent difficulties for the low paid;
- The very high level of fares in Zone 1, which can only be avoided by the fit and able-bodied;
- The case for reducing the prices of Travelcards – both seasons and one days -to reduce ticket queues and encourage off-peak travel and reduced car use;
- The above inflation increase in One Day Travelcard prices;
- The need for a Saver 6 bus carnet ticket to be restored;
- The potential increase in overcrowding in Zone 1 if government forecasts of future demand growth are to be believed.
- The case for fares to be linked to service quality, as with the TOCs.

Many of the arguments regarding fares levels and structures are accepted by TfL. However, funding constraints mean that Capital's aspirations are not currently affordable. This applies also to the proposal to link fares to quality. Within the current financial constraints, TfL believes its proposals, on balance, represent the best way forward.

As indicated earlier, work to develop a new bus carnet ticket is being taken forward as a matter of urgency.

## **8 London Underground**

There is a statutory duty to consider the implications of fares revisions on London Underground matters and a contractual duty to involve the Underground in Travelcard pricing discussions with the Train Operators.

In their response to the fares consultation, the Underground have:

- sought assurance that TfL's Business Planning process will recognise the need to bridge the funding gap created by adopting the current fares proposals rather than the RPI+1 plan originally envisaged;
- restated their case for focussing increases on Zone 1 single fares to enable other tickets such as off-peak Travelcard prices to be held down;
- expressed some concern regarding the operational implications of increasing Underground Carnet prices without a parallel increase in the single fare;
- urged that the child family price be held at 80p for another year.

This last point has been adopted by TfL. The need to provide adequate funding is also accepted. However, while accepting the logic of the Underground's arguments regarding the Zone 1 market – the very low apparent price elasticity; the extensive level of travel by non-Londoners ( 40% of single ticket Zone 1 purchasers) and the well to-do ( 27% of Zone 1 single ticket purchasers ), it is clear from the consultation that others have equally strong views and arguments. As already stated, TfL believes its latest two-year proposals represent, on balance, the most acceptable way forward, given the current constraints and pressures, even though the revision may be slightly less efficient at raising revenue as a result.

**TRANSPORT FOR LONDON**

**BOARD PAPER**

SUBJECT: MONTHLY PERFORMANCE REPORT - JULY

MEETING DATE: 8 SEPTEMBER 2000

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**1. INTRODUCTION**

- 1.1 At the meeting on 27 July, the TfL Board considered a Performance Report for the period 1 April – 2 July 2000, in the context of this being put forward to seek comments on the general format and content of the document, and to assist in developing a regular report that meets the needs of the TfL Board and other interested parties.
- 1.2 Initial reactions were discussed at the Board meeting and a number of other comments have been received subsequently. In addition, I have written to all Board members seeking further suggestions on how we can improve our Performance Indicator regime, and proposing a workshop towards the end of September where ideas can be brainstormed. This workshop is now in the process of being arranged, and will be attended by interested Board members, GLA and a number of outside experts. I see this workshop being the forum for reaching a consensus on:
- the key top level indicators that are presented to the Board on a regular basis throughout the year; and
  - an agreed set of more detailed performance indicators to be reviewed throughout the year by each of the business boards.

In addition, it is proposed to use the workshop to discuss our Customer Satisfaction Surveys in more depth to try to ensure they are in line with best practice.

**2. PERFORMANCE REPORT TO JULY**

- 2.1 In the meantime, performance data is now available for the month of July and this has been summarised in the attached Executive Summary. In addition, a copy of the full Performance Report in its present form has been circulated to Board members. The attention of the Board is in particular drawn to the comment on page 3 of the Executive Summary concerning the continuing underfunding in the Street Management budget.
- 2.2 In the context of seeking to achieve continuous improvement in the presentation of the full Performance Report, but pending the outcome of the workshop in September, some changes have been made to the content of the Performance Report. The initial set of modal indicators used in the June edition of the report has been updated to include additional information on the service performance of London Bus Services and London Underground.

2.3 For London Bus Services, this includes:

- 4 additional measures of operating performance in order to better describe the service delivered to customers. These are:
  - bus kms lost, including the effects of traffic congestion;
  - excess waiting time (over and above the waiting time if buses ran to schedule) on high frequency bus routes;
  - % of buses departing on time and % of buses departing early on low frequency services; and
  - % of night buses departing on time
- The key components of customer satisfaction – ie service reliability, smoothness of ride, attitude and behaviour of staff, cleanliness and condition of buses, information on buses and information at bus stops.
- 4 safety measures covering passenger/public fatalities and major injuries, and bus contractor fatalities and major injuries

2.4 For London Underground, the additional measures now reported cover:

- The key components of customer satisfaction – ie train and station information, train and station cleanliness, customer security and safety, staff helpfulness and availability, and satisfaction with the train service.
- 4 safety measures covering customer fatalities and major injuries and employee/contractor fatalities and lost time injuries.

2.5 Board Members have also been circulated with copies of the London Transport Service Performance Review for the last quarter of 1999/2000. This has been issued to interested parties externally and gives a commentary on performance against a range of key service performance measures.

### **3. RECOMMENDATION**

The TfL Board is asked to:

- NOTE the proposal to hold a workshop towards the end of September to brainstorm ideas on how the Performance Report can be improved, and
- NOTE TfL's current performance as set out in the July Performance Report.

Anthony Mayer  
(Transitional) Chief Executive

Major Projects	Project	Purpose	Status	Action over next 18months
<p><b>East London Line Extensions</b></p> <p>(LUL lead with TfL &amp;SRA)</p> <p>Could be open 2005</p>	<ul style="list-style-type: none"> <li>• Extension from Shoreditch to Dalston with three new stations</li> <li>• Extension from Surrey Docks to South London Line with new station</li> <li>• Connection to National Rail network at New Cross Gate</li> </ul>	<ul style="list-style-type: none"> <li>• Improve access in Inner East London</li> <li>• Improve orbital travel</li> <li>• Support regeneration</li> </ul>	<ul style="list-style-type: none"> <li>• Powers obtained for northern extension to allow trains to run to North London line</li> <li>• Powers being sought by LUL for southern extension to allow trains to run through to south London</li> <li>• Discussions taking place with SRA on the pros and cons of possible transfer of line to Railtrack and operation by Train Operating Companies</li> </ul>	<ul style="list-style-type: none"> <li>• Obtain powers for southern extension</li> <li>• Decide on ownership and train service operations (2000)</li> <li>• Complete design work</li> <li>• Agree funding arrangements</li> <li>• Prepare and negotiate construction contracts (2001/2)</li> <li>• Develop integration requirements for bus, walk, etc.</li> </ul>
<p><b>CrossRail</b></p> <p>(TfL lead with LUL and SRA)</p> <p>Could be open 2010</p>	<ul style="list-style-type: none"> <li>• New tunnel from Paddington to Liverpool Street with three intermediate stations.</li> <li>• Services from west London and Heathrow able to run through to Stratford and Thames Gateway</li> </ul>	<ul style="list-style-type: none"> <li>• Increase capacity to and across central area</li> <li>• Relieve congestion – particularly on Central line</li> <li>• Reduce need to interchange</li> <li>• Improve access to Heathrow</li> <li>• Support east London and Thames Gateway regeneration</li> </ul>	<ul style="list-style-type: none"> <li>• Route in central area safeguarded</li> <li>• Designs completed but need updating</li> <li>• Review needed post Jubilee line</li> <li>• Range of funding options to be examined</li> <li>• SRA undertaking strategic review of east-west rail options</li> </ul>	<ul style="list-style-type: none"> <li>• SRA study completed</li> <li>• TfL/Government decision on way forward (Jan 2001)</li> <li>• Routes and services outside central area examined in light of Transport Strategy</li> <li>• Consultation on principles (2001)</li> <li>• Project Team set up (2001)</li> <li>• Commence process to acquire powers.</li> </ul>

Major Projects	Project	Purpose	Status	Action over next 18months
<p><b>Hackney-Merton</b></p> <p>(TfL Lead with LUL and SRA)</p> <p>Could be open: 2010-15</p>	<ul style="list-style-type: none"> <li>• New north-east to south-west cross London rail link</li> </ul>	<ul style="list-style-type: none"> <li>• Improve access to poorly served areas</li> <li>• Support regeneration</li> <li>• Relieve congestion – particularly on Victoria line</li> <li>• Improve capacity at Victoria and Kings Cross</li> <li>• Improve journey times</li> </ul>	<ul style="list-style-type: none"> <li>• Original Chelsea-Hackney route safeguarded</li> <li>• <u>Outline</u> designs for tunnels and stations</li> <li>• Key interchanges designed into other projects</li> </ul>	<ul style="list-style-type: none"> <li>• Review transport needs and priorities of the corridor in the light of the Transport Strategy</li> <li>• Determine route and services (2001)</li> <li>• Consultation on principles (2002)</li> </ul>
<p><b>East Thames River Crossings</b></p> <p>(TfL to lead with LDA, and SRA on rail crossings)</p> <p>Could be open: 2008/9</p>	<ul style="list-style-type: none"> <li>• Three possible new crossings in Woolwich area: <ul style="list-style-type: none"> <li>□ Blackwall road crossing – tunnel or bridge</li> <li>□ Woolwich Rail crossing – DLR or heavy rail</li> <li>□ Thames Gateway bridge with public transport lanes</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Reduce barrier effect of the Thames</li> <li>• Improve orbital travel opportunities</li> <li>• Improve local access to development area</li> <li>• Support regeneration of the Thames Gateway</li> </ul>	<ul style="list-style-type: none"> <li>• LDA (formerly English Partnerships) full evaluation report nearing completion</li> <li>• Thames Gateway partnership looking to TfL/LDA to progress</li> <li>• Current funding proposals assume tolling of new road crossings and Blackwall Tunnel.</li> </ul>	<ul style="list-style-type: none"> <li>• Report to LDA and TfL in October</li> <li>• Public and Private sector consultation (2000/1)</li> <li>• Determine priorities</li> <li>• Develop design(s).</li> <li>• Development of funding package</li> <li>• Deposit of Transport &amp; Works Order(s) (2002)</li> </ul>

Major Projects	Project	Purpose	Status	Action over next 18months
<p><b>Intermediate Modes</b></p> <p>(TfL lead with Street Management , London Buses and Boroughs)</p> <p>First could open 2005</p>	<ul style="list-style-type: none"> <li>• Uxbridge Road Transit (Uxbridge to Shepherd's Bush)</li> <li>• East London Transit (Barking &amp; Romford)</li> <li>• Waterfront Transit (North Greenwich to Thamesmead)</li> <li>• Cross River Transit (Camden to Peckham/Brixton)</li> </ul>	<ul style="list-style-type: none"> <li>• Step change in service quality</li> <li>• Uxbridge: Filling missing radial gap</li> <li>• East London &amp; Waterfront: Supporting regeneration and Town Centres</li> <li>• Central area: Supporting range of central area objectives and regeneration</li> </ul>	<ul style="list-style-type: none"> <li>• All four projects developed and evaluated in conjunction with appropriate boroughs</li> <li>• SRB and ITP Bids received to contribute to progress</li> <li>• Most schemes require significant re-allocation of road space in favour of public transport</li> <li>• Private sector interested</li> </ul>	<ul style="list-style-type: none"> <li>• Consultation on principles (2000)</li> <li>• Gain full Borough support</li> <li>• Decision to proceed with one or more schemes (2001)</li> <li>• Develop design and decide on 'mode' – bus based on light rail</li> <li>• Deposit of T&amp;W Order(s) 2002</li> </ul>



## **AGENDA ITEM 6.2**

### **TRANSPORT FOR LONDON**

#### **BOARD PAPER**

**SUBJECT:                    DEVELOPMENT OF THE MAYOR'S  
TRANSPORT STRATEGY AND THE TfL  
BUSINESS PLAN**

**MEETING DATE:        8<sup>th</sup> SEPTEMBER 2000**

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#### **1.        INTRODUCTION**

- 1.1        The Board meeting held on Monday 27<sup>th</sup> July 2000 considered the implications of the Government's announcement on Spending Review 2000 for TfL. The meeting endorsed the need to improve quality and the capacity of the network and noted that proposals for major capital projects would be developed for consideration. It was requested that a report is presented to the next Board meeting on these projects and the position on the Business Plan, which shapes the allocation of funds across these projects and the organisation in general.
- 1.2        The purpose of this memorandum is to update the TfL Board on development of the Mayor's Transport Strategy and the business plan, and report the requirements and implications of progressing the major projects.

#### **2.        BACKGROUND**

- 2.1        The GLA is leading a joint GLA/TfL team to develop a draft Transport Strategy for the Mayor. This will be the subject of formal consultation, first, with the Assembly and GLA functional bodies (including TfL) and then more generally. It is envisaged that the draft Strategy will go to the Assembly in late October. Informal consultation with TfL Board members is planned for the start of October. This will help ensure the Strategy is deliverable and timely. Following full consultation, the final Transport Strategy is expected to be agreed in June 2001.
- 2.2        Alongside the development of the Mayor's Strategy, TfL has developed a Business Planning and Budgeting process to fit into the GLA's budgetary timescale. It also brings together the business plans for the operating and corporate organisations. Beyond the 'business as usual' approach, TfL, under the guidance of the Mayor, is keen to see a number of marked improvements in the provision and performance of the transport system. Plans and programmes to deliver these are being developed. Spending Review 2000 has made some additional funds available to TfL. Whilst this is not as much as was requested, and does restrict progress in 2001/02, these funds will enable significant progress to be achieved. The role of the current TfL Business Planning process is to ensure these funds are allocated to deliver the maximum benefits and achieve key priorities.

### **3. THE BUSINESS PLANNING AND BUDGETING PROCESS**

- 3.1 The TfL Business Planning and Budgeting process will produce a plan driven by the objectives of the emerging Transport Strategy and the commitments made by the Mayor on behalf of Londoners. It will be an integrated plan of action for the organisation, which will specify what each of the TfL Business Units is expected to achieve within the agreed expenditure levels and timescales.
- 3.2 Whilst it is an annual expenditure plan, it will cover the four year period commencing 2001/02 and will make projections for major projects over a longer time horizon – nominally ten years. It thus includes the assumptions for spend and delivery of some of the longer term infrastructure projects.
- 3.3 The Business Plan is being built up through a two-stage process. Each business has been asked to identify the recurring costs of providing their services. They have been asked to identify and give reasons for changes in comparison to the previous year. Where spend on improvements are underway they have been asked to be identified and outline how they consider these work towards providing an improvement in meeting operational or wider objectives. A central team will also be reviewing these bids and assessing them in a consistent fashion against financial constraints and the emerging Transport Strategy objectives.
- 3.4 The GLA's budget timetable requires an initial submission at the end of September. The key message for TfL will be that the GLA Transport Grant will be fully utilised and, if accepted by GLA, only an indicative schedule of deliverables will be included. The TfL Board will then be asked to consider priorities in early October, with a full business plan submitted to GLA following this consideration.

The central team are supporting businesses in completion of the necessary information. During October, the TfL Business units will also be refining their budget proposals for submission on 20 October.

- 3.5 The Government announced the funding for TfL in late July as follows:

2001/02	£722m
2002/03	£1,056m
<u>2003/04</u>	<u>£1,266m</u>
Total	£3,044m

A large proportion (currently under detailed review as outlined above) of the available funds will be required to maintain the 'base' i.e. continuation of the existing levels of service. Over previous years this has been in the order of £500 million. However there are a number of cost pressures and existing initiatives that will add to the cost of this base before new initiatives can be funded. Conversely we are keen to ensure that expenditure is effective in delivering the Mayor's objectives. New funds for year 2001/02 will be constrained but it is considered that a number of important and major transport initiatives can commence.

The Business Planning process will identify what costs are essential to maintain and enhance services, and it will highlight opportunities and priorities for new initiatives.

As noted, it is proposed to present the Business Plan to the Board in October, making recommendations of where the extra funding should be allocated. This will cover both areas of activity under TfL's direct control and use of GLA Transport Grant by others, most notably the Boroughs.

#### **4. MAJOR PROJECTS**

The TfL Board has previously discussed progressing a number of major transport projects. These include:

- East London Line Extensions
- CrossRail
- Hackney/Merton Line
- Thames River Crossings
- Intermediate Modes

It was agreed that the Board would be updated on possible next steps if these projects were to be taken forward. Spending Review 2000 included funding of £14m in 2001/02 for development of CrossRail (subject to agreement that this was for TfL rather than the Shadow Strategic Rail Authority [SRA]). The East London Line extension costs were included in SR2000 in the funding for the SRA.

An outline of the project scope, purpose, status and key next steps required to progress the schemes is given in Annex 1. If planning for all of these schemes were progressed then funding of some £10m in 2001/02 would be required (aside from CrossRail funding).

Bids will be included in the Business Plan process for the Board's consideration.

#### **6. RECOMMENDATIONS**

It is recommended that the TfL Board notes the position on the Mayor's Transport Strategy and the TfL Business Plan and the attached status report on the development of the Major Capital Projects within TfL.

Richard Smith

Director of Integration

TRANSPORT FOR LONDON

BOARD PAPER

SUBJECT: CONGESTION CHARGING : GLA DISCUSSION PAPER

MEETING DATE: 8 SEPTEMBER 2000

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5. INTRODUCTION

- 5.1 The GLA issued a Discussion Paper on 28 July 2000 on the Mayor's proposals for congestion charging in central London. While the Discussion Paper is aimed primarily at key stakeholder groups, it also is available on request and on the GLA website.
- 5.2 This paper asks for the Board to approve the proposed text of a response to the Discussion Paper from the Interim Director of Street Management on behalf of Transport for London.
- 5.3 There will also be an oral report at the Board meeting of the outcome of the first session of the Assembly Scrutiny of Congestion Charging, to be held on 7 September.

6. BACKGROUND

**Discussion Paper**

- 6.1 A copy of the Discussion Paper is attached at **Annex A**. In the introductory section the Mayor explains that he wants  
*"...to engage Londoners in a comprehensive consultation on all aspects of congestion charging. I am starting immediately with this exercise seeking views of key stakeholder groups. Then, early next year, I will consult Londoners on my draft transport strategy. Following this, next summer, I will launch a major public consultation exercise on detailed proposals for a central London congestion charging scheme..."*
- 6.2 Four hundred key stakeholder organisations have been targeted:

33 London Local Authorities  
73 London MPs and MEPs  
250 organisations including  
business organisations, such as London First  
charity and transport lobby groups  
user groups, such as the AA and the RAC.

- 6.3** TfL Street Management Directorate provided assistance to the GLA in the preparation of the Discussion Paper and has advised on the arrangements for the analysis of responses.
- 6.4** The closing date for responses is 22 September, though the Mayor has acknowledged that many Boroughs will not be able to respond until 29 September.

### **Implications for TfL**

- 6.5** The Discussion Paper sets out the Mayor's current thinking: a congestion charging scheme for central London based on the proposals devised by the ROCOL Group. ROCOL was an independent group brought together by the Government office for London to advise mayoral candidates on the powers in the Greater London Act 1999 for congestion charging and workplace parking levies.
- 6.6** The ROCOL scheme would mean a daily charge to take vehicles into the charging area. Payment would involve drivers placing their vehicle registration numbers on a database of 'accepted vehicles'. Enforcement would involve electronic number plate readers examining the registration numbers of vehicles within the charging area. The registered keeper of a vehicle for which no charge had been paid would be liable to a penalty charge.
- 6.7** TfL is envisaged in the Discussion Paper as the 'Charging Authority' for such a scheme. Street Management's Congestion Charging Division is currently considering what would be involved in the development and implementation of a congestion charging scheme, as part of the Mayor's Transport Strategy.
- 6.8** The Discussion Paper presents a number of specific issues for comment and invites views more generally. In due course these and other issues will be subject to formal TfL reactions as part of the development of the Mayor's Transport Strategy.

## **7. TfL RESPONSE TO THE DISCUSSION PAPER**

- 7.1** A proposed response on behalf of TfL has been prepared by the Interim Director of Street Management with advice from our retained legal advisers, DLA, who have instructed and retained Counsel to advise on work on congestion charging in conjunction with TfL Legal Services. This is intended to acknowledge TfL's role in the development of a scheme, rather than deal with detailed design or operational issues, which are more effectively dealt with through direct liaison with the GLA.
- 7.2** The text of the proposed response is attached at **Annex B**.

## **8. RECOMMENDATIONS**

The TfL Board is recommended to:

- (1) NOTE the GLA Discussion Paper
- (2) APPROVE the proposed response to the Discussion Paper from the Interim Director of Street Management.

Derek Turner  
Interim Director of Street Management  
1 September 2000

## **ANNEX B : PROPOSED TEXT OF RESPONSE TO GLA DISCUSSION PAPER**

The Board of Transport for London welcomes the Discussion Paper *Hearing London's Views*.

It provides a productive preliminary stage to the development of the Mayor's manifesto commitment to "...consult widely about the best possible congestion charge scheme... for Central London...."

Transport for London confirms that it is willing and preparing to act as the charging authority for a central London congestion charging scheme should a scheme be proceeded with.

Transport for London is currently creating a Congestion Charging Division within its Street Management Directorate to be in a position to take forward the Mayor's proposals if necessary. We have recruited the future Head of Division and one of the key Team Leaders of the Division. Recruitment of the remaining Team Leader posts is under way.

Transport for London is having regular fortnightly liaison meetings with GLA officers on the potential development of a congestion charging scheme as part of the Transport Strategy.

PricewaterhouseCoopers, management consultants, are providing advice and interim project management support to the Division on the assembly of a project plan to enable delivery of a congestion charging scheme to meet the Mayor's requirements if the eventual decision is to proceed. This project plan will identify the various workstreams to design, procure, implement and operate a congestion charging scheme.

Transport for London has been investigating the legal issues surrounding the development of a charging scheme in parallel and in conjunction with the development of the Transport Strategy.

We have also been in contact with the Driver and Vehicle Licencing Agency regarding their potential role over the identification of registered vehicle keepers in any scheme. Interestingly, the Agency is also proposing to use electronic number plate readers for the enforcement of vehicle excise duty.

All of this work is placing us in a better position to inform and respond to the Mayor's decisions on the format of the scheme to be included in the Transport Strategy.

Transport for London also stands ready to assist with the various issues identified in the Discussion Paper.