

THURSDAY 6 DECEMBER 2007 AT 10.00AM

COMMITTEE ROOMS 4-5, CITY HALL, THE QUEEN'S WALK, LONDON

AGENDA

Item	Sponsor
1. Apologies for Absence and Declarations of Interest	-
2. Minutes of the Open Meeting held on 24 October 2007	-
3. Matters Arising and Actions List	-
Business Items	
4. The Commissioner's Report	Peter Hendy
5. TfL Operational and Financial Performance Report and Investment Programme Report - Second Quarter 2007/08	Steve Allen/ Tim O'Toole/ David Brown/ Ian Brown
6. London Transport Museum Restructuring	Howard Carter/ Vernon Everitt
7. East London Transit Phase 1 and Greenwich Waterfront Transit Phase 1 – Approval of Arrangements	David Brown
8. Greenwich Waterfront Transit Phase 1 – Compulsory Purchase Powers	David Brown
Information Items	
9. Mayoral Direction – Changes to Fares	Howard Carter
10. Report from the Safety, Health and Environment Committee held on 13 November 2007	Dave Wetzel
11. Report from the Finance Committee held on 14 November 2007	Sir Mike Hodgkinson
12. Report from the Audit Committee held on 21 November 2007	Judith Hunt
13. Any Other Business	-

Date of Next Meeting: Wednesday 6 February 2008

Transport for London

Minutes of the Open Board Meeting

**Committee Rooms 4-5, City Hall, The Queen's Walk, London
10.10am, Wednesday 24 October 2007**

Members

Ken Livingstone	Chair (for part)
Dave Wetzel	Vice Chair
Honor Chapman	Board Member
Stephen Glaister	Board Member
Kirsten Hearn	Board Member
Sir Mike Hodgkinson	Board Member
Judith Hunt	Board Member
Eva Lindholm	Board Member
Paul Moore	Board Member
Sir Gulam Noon	Board Member
Patrick O'Keeffe	Board Member
Rana Roy	Board Member
Dabinderjit Singh Sidhu	Board Member
Tony West	Board Member

In Attendance

Peter Anderson	Board Adviser
Lord Toby Harris	Board Adviser (for part)
Shiria Khatun	Board Adviser
Murziline Parchment	Board Adviser
Lynn Sloman	Board Adviser

Staff

Steve Allen	Managing Director, Finance
David Brown	Managing Director, Surface Transport
Ian Brown	Managing Director, London Rail
Howard Carter	General Counsel
Stephen Critchley	Chief Finance Officer
Michèle Dix	Managing Director, Planning
Vernon Everitt	Managing Director, Marketing and Communications
Mary Hardy	Director of Internal Audit
Peter Hendy	Commissioner
Ellen Howard	Director of Corporate Governance
Malcolm Murray-Clark	Managing Director, Planning
Tim O'Toole	Managing Director, London Underground
Stephen Steele	Head of TfL Freight Unit (for part)
Valerie Todd	Managing Director, Group Services
Mike Robinson	Head of Secretariat

57/10/07 Apologies and Declarations of Interest

Dave Wetzel took the Chair for the start of the meeting. Apologies for absence had been received from Bryan Heiser and Christopher Garnett.

No interests were declared.

58/10/07 Minutes of the Open Meeting Held on 27 June 2007

The minutes of the open meeting held on 27 June 2007 were approved as a correct record and signed by the Chair.

59/10/07 Matters Arising and Actions List

There were no matters arising or outstanding actions raised. The Commissioner stated that, in future, all uncompleted actions would have assigned target dates.

60/10/07 The Commissioner's Report

The Commissioner introduced his report and noted that on 5 October Crossrail got the formal go-ahead from the Prime Minister. It is the single most important project for London to increase capacity and help meet the future demand for transport.

He informed the Board of the announcement on 8 October to remove fares for older and disabled Londoners who use the Dial-a-Ride door to door service. Approximately 50,000 Londoners who currently pay to take around 1.2m journeys a year will now travel free. Board Members commended this initiative.

The Board was advised about the safety record of articulated buses. Despite recent uninformed comment in the press, accident rates for passengers are lower for bendy buses than on equivalent double deck routes in Central London.

The Commissioner also spoke of the excellent work done by staff across TfL and LU in ensuring that matters arising from Metronet going into Administration were dealt with effectively while the Underground continued to provide a good service for its passengers. The focus was now on ensuring Metronet came out of Administration as quickly as possible so that the investment programme could move forward. The Board endorsed this, and thanked staff for their work.

The Commissioner noted the considerable capacity improvements from service enhancements to National Rail in London proposed in the 2007 Railway White Paper. TfL's London Rail has worked closely with DfT and Network Rail to achieve this.

The Commissioner noted the Barclaycard 'One Pulse' card launch which had received favourable press coverage. The Card combined debit, credit and a cashless option for payments up to £10.

The London - Venezuela Cooperation Agreement was also progressing well and the first payments had been received, enabling a reduction in bus fares for those on Income Support.

It was noted that the successful organisation of the London element of the Tour de France had culminated in the largest ever Saturday passenger figures for the Underground.

The increasingly integrated approach to access issues was welcomed. The Commissioner noted that TfL's Access Strategy would be further considered by the Board in early 2008.

ACTION: Valerie Todd]

TfL's mentoring scheme was supported and Board members who had not yet signed up were encouraged to take part. The participating members from the Women's Transportation Seminar were welcomed to the meeting.

Comments relating to transport issues in the Darzi report on healthcare in London were welcomed. A copy of TfL's response to the Mayor's draft Health Inequalities Strategy would be provided to Judith Hunt.

[ACTION: Secretariat]

The number of passengers using the DLR to reach London City Airport was high, at 48 per cent. This was considered to be a significant achievement and detail on the shifts from other modes of transport would be provided.

Post meeting note: the figures for Modal Shifts in Access to London City Airport are:

2003		2006	
Rail (NLL)	0%	DLR	48%
Taxi/minicab	45%	Car (parked)	6%
Hire car	2%	Car (lift)	10%
Private car	21%	TfL bus	1%
Bus/coach	31%	Taxi	33%
Other	1%	Rental car	1%
		Other	1%

[ACTION: Ian Brown]

Board members noted that where TfL was procuring consultants it applied the Sustainable Procurement Policy which included whether they had workplace travel plans in place.

The Board noted the report.

61/10/07 TfL Business Plan and Investment Programme 2005/06 – 2009/10

Steve Allen introduced the report and gave a presentation on the Business Plan. This focussed on the Plan's objectives, the key deliverables, changes over the current Plan and the main risks and efficiencies.

The changes to this year's Plan from last year's include an increase in the level of bus services being provided and staffing at all London Overground stations from the

first to the last train. There was also increased funding for Travel Demand Management and the funding of the Safer Transport Teams had been extended to 2009/10. In relation to congesting charging, TfL will have funding for furthering flexible charging (tag and beacon) with match funding from DfT. This year's Plan also includes some public realm schemes and continued funding for sustainability initiatives.

It was noted that the cycling review by the TfL Policy Unit would examine how expenditure could best meet the needs of cyclists. As part of this, it would be useful for the Surface Advisory Panel to consider a report on the phasing and deliverability of cycling initiatives, particularly the LCN+. It was also suggested that cycle parking facilities should be considered both on-street and at stations.

[ACTION: David Brown]

Following the Board's earlier consideration of the Plan, the increase in the provision for road safety by £8.1m to over £50m was welcomed.

The Board:

- 1. approved the Business Plan 2005/06 – 2009/10; and**
- 2. delegated authority to the Managing Director, Finance to finalise and publish the Plan, provide the input to the Mayor's consolidated budget and issue the updated five year Investment Programme.**

62/10/07 TfL Operational and Financial and Investment Programme Reports – First Quarter 2007/08

Steve Allen introduced the report and gave a presentation on the highlights of the Operational and Financial and Investment Programme reports for the first quarter of 2007/08.

The Board noted:

- 1. TfL's operational and financial performance over the first quarter 2007/08; and**
- 2. TfL's progress on the Investment Programme over the first quarter 2007/08.**

63/10/07 Thames Gateway Bridge

Michèle Dix introduced the report and explained that the project would need to go back to a reopened Public Inquiry with further evidence particularly on the regeneration benefits of the scheme and on matters which had occurred since the scheme was originally submitted. The Secretary of State had also recommended that TfL make a fresh Toll Order which increased the maximum permissible toll that could be charged to give more flexibility in the future.

The Chair noted that a number of significant developments had occurred since the Public Inquiry, such as the announcements on Crossrail and of 40,000 new homes and 50,000 new jobs in the Thames Gateway. These furthered the case for the

Bridge which would help to give those in south east London access to the same opportunities as residents of other parts of London.

Members supported the proposals to make a new Toll Order. As well as producing technical forecasts for the current proposals, it was considered that the opportunity should be taken to look into alternatives. It had already been agreed that the bridge should be built so that the proposed bus lanes could be upgraded in the future to take the DLR or trams.

The Chair confirmed that the precise details of the Bridge were not finalised and that alternatives to enhance public transport could be included. It was also suggested that the opportunity be taken to see how the scheme could enhance access and equalities within the local community.

The Board noted the report and:

- 1. approved in principle the making of a new Toll Order under section 6 of the New Roads and Street Works Act 1991 in relation to the Thames Gateway Bridge;**
- 2. agreed that TfL should carry out the necessary work to expeditiously proceed with the Thames Gateway Bridge Project and respond to the issues raised by the Secretaries of State, including looking at alternatives to enhance the scheme for public transport; and**
- 3. authorised the Commissioner (or in his absence the Managing Director, Planning) or with the consent of the Commissioner (or in his absence the Managing Director, Planning) General Counsel to:**
 - a. make and/or amend the Toll Order; and**
 - b. do all things necessary (including entering into agreements) to obtain confirmation of the Toll Order.**

64/10/07 Progress Report on the Implementation of Section 17 of the Crime and Disorder Act 1998

David Brown introduced the report which updated the Board on progress with implementing the requirements of section 17 of the Crime and Disorder Act 1998. The report also sought endorsement of the GLA's policy on community safety and crime reduction along with the Mayor's ten point approach to community safety.

The Board:

- 1. noted the forthcoming change in responsibility in relation to section 17 of the Crime and Disorder Act 1998 pursuant to which TfL will move from voluntary compliance to having a statutory duty to comply with this provision;**
- 2. endorsed the GLA Group policy on community safety and crime reduction; and**
- 3. adopted the Mayor of London's ten point approach to community safety.**

65/10/07 Sustainable Freight Distribution – A Plan for London

David Brown introduced the report and explained that the Plan represented a big step forward in developing a coherent approach to freight distribution within London. TfL had little direct control over freight but works in partnership with key stakeholders. The cross modal approach of the Plan complemented the climate change and road safety agendas. The Plan's four key projects and three supporting work streams were briefly outlined.

Members welcomed the ambitious approach adopted, especially given the large projected increase in freight distribution. The consensus achieved was supported as progress would depend on the co-operation of a large number of bodies and companies. A letter had been tabled from the Freight Transport Association supporting the Plan.

The Freight Operator Recognition Scheme was supported. Operator involvement in it was likely because of the benefit to those that participated. However, it was noted that the particular challenge was in relation to the large number of small operators.

It was confirmed that the training schemes were linked to National Vocational Qualifications, delivered through the Learning and Skills Council. Funding had been obtained and trainers were currently being appointed.

Prescott Lock was an excellent example of where TfL had intervened to promote an initiative to make distribution by water of Olympic related freight more effective and efficient.

TfL would continue to examine international experience via the data, modelling and best practice work stream to develop its long term strategy. It was also recognised that TfL is at the cutting edge in relation to some freight issues such as the Freight Operator Recognition Scheme.

The shared freight information portal was considered a good initiative. Moves towards shared practice across London, for example on parking policy, would also assist. As well as voluntary co-operation and standards, it was felt that appropriate enforcement should also be encouraged.

The Board:

- 1. approved *Sustainable Freight Distribution: A Plan for London*; and**
- 2. delegated to the Managing Director, Surface Transport the authority to make any necessary amendments the Plan to finalise its publication.**

66/10/07 Proposed London Local Authorities and Transport for London Bill

Howard Carter introduced the report and explained that the draft Bill was currently the subject of consultation. The key elements of the Bill were detailed in the report.

The Board:

- 1. approved the promotion of the London Local Authorities and Transport for London Bill for deposit in Parliament on 27 November 2007; and**
- 2. delegated authority to Howard Carter, General Counsel and Ellen Howard, Director of Corporate Governance, to make amendments to the London Local Authorities and Transport for London Bill and to deposit the London Local Authorities and Transport for London Bill in Parliament and make amendments to the Bill during the Parliamentary process.**

67/10/07 Report from the Safety, Health and Environment Committee meetings – 5 July 2007 and 6 September 2007

Dave Wetzel introduced the report and welcomed the involvement of the Commissioner in the health and safety assurance process which showed that health and safety matters were being taken seriously at the highest levels. He also highlighted the development of time-distance cameras which the Committee considered was a cost effective way to enforce speed limits.

The Board noted the report.

68/10/07 Report from the Audit Committee meeting – 12 September 2007

Judith Hunt introduced the report and highlighted the recent useful training session held for Audit Committee members. Several other Board members had also attended.

The Board noted the report.

69/10/07 Report from the Finance Committees meetings – 14 September 2007 and 11 October 2007

Sir Mike Hodgkinson introduced the report.

The Board noted the report.

70/10/07 Mayoral Direction and Delegation – Public Information Campaigns

The Board noted the receipt of the Direction and Delegation from the Mayor.

71/10/07 Mayoral Direction - Changes to Schemes Relating to Discounted and Free Travel

The Board noted the receipt of the Direction from the Mayor.

72/10/07 Mayoral Direction - Reduction of Fares

The Board noted the receipt of the Direction from the Mayor.

73/10/07 London Overground Penalty Fares Order 2007

The Board noted the London Overground Penalty Fares Order 2007 made by the Mayor.

74/10/07 Any Other Business

No additional items of business were raised and the meeting closed at 12.00pm.

The next scheduled meeting would be held on Thursday 6 December 2007.

Chair: _____

Date: _____

BOARD MEETING – 6 DECEMBER 2007

OPEN SESSION ACTIONS LIST

Actions from the Last Meeting

Minute No.	Item/Description	Action By	Target Date	Status/ note
60/10/07	<u>The Commissioner's Report</u> Access Strategy to be further considered by the Board in early 2008.	Valerie Todd	March 2008	Scheduled for March 2008 Board.
60/10/07	<u>The Commissioner's Report</u> A copy of TfL's response to the Mayor's Draft Health Inequalities Strategy to be sent to Judith Hunt.	Secretariat	-	Completed.
60/10/07	<u>The Commissioner's Report</u> Detail on the shifts from other modes of transport for passengers using the DLR to reach London City Airport to be provided.	Ian Brown	-	Completed. See post meeting note in minutes.
61/10/07	<u>TfL Business Plan and Investment Programme 2005/06 – 2009/10</u> Surface Advisory Panel to consider a report on the phasing and deliverability of the LCN. Also more cycle parking facilities should be considered, both on-street and at stations.	David Brown David Brown	Feb 2008 -	Scheduled for February 2008 Surface Advisory Panel. Noted.

Actions from Previous Meetings

Minute No.	Item/Description	Action By	Target Date	Status/ note
50/06/07	<u>Taxi and Private Hire Vehicle Licensing Inspections</u> Briefing to be provided for the Mayor on the work and priorities of TOCU.	David Brown	29 Nov 2007	Briefing held.
51/06/07	<u>Taxi and Private Hire Vehicle Licensing Fees</u> Fees for taxi operators to be considered at a future meeting.	David Brown	Feb 2008	Scheduled for February 2008 Board.
51/06/07	<u>Taxi and Private Hire Vehicle Licensing Fees</u> Fees for private hire operators, and in particular the definition of a small operator, to be considered at a future meeting.	David Brown	Feb 2008	Scheduled for February 2008 Board.

TRANSPORT FOR LONDON

BOARD

SUBJECT: THE COMMISSIONER'S REPORT

DATE: 6 DECEMBER 2007

1. PURPOSE

This report provides an overview of major issues and developments since the Board meeting on 24 October and updates the Board on significant projects and initiatives.

2. MODAL OPERATIONS

2.1 Surface Transport

Crime cut by 11% on London's buses

The latest MPS/TfL crime figures show that crime on London's buses is 11% lower than a year ago. The reduction in crime, now just 15 crimes per million passenger journeys, has been delivered while bus passenger numbers continue to rise (up approximately 7% over the same period). The latest figures for the first six months of 2007/8 show a significant fall in criminal damage, robbery and theft offences on the capital's buses. This follows a 2% year-on-year reduction in crime on London's buses in 2006/7, again while passenger numbers rose. TfL figures also show that the number of criminal incidents believed to involve one or more people aged 16 or under was 19% lower in the first half of 2007/8, compared with the same period in 2006/7. Passengers across the bus network in London have benefited from visible policing from officers from the TfL-funded MPS Transport Operational Command Unit (TOCU), who patrol buses in inner London. In addition to these officers, 21 Safer Transport Teams were deployed to London's outer boroughs this year. The introduction of Safer Transport Teams has provided visibility and reassurance to passengers on thousands of London's buses and has been welcomed by local communities as a valuable policing presence. Funding of £10.7m for Safer Transport Teams has been confirmed, to ensure their third year (09/10) of operation in London's outer boroughs will continue.

Online penalty checker launched

This free service was launched on 18 September, and allows people to see if there are any penalty charges outstanding on their vehicle. In addition, people who are considering buying a vehicle can, with the owners consent, check if it has any penalty charges outstanding for the central London Congestion Charge. This service

is aimed at reducing the potential for Congestion Charge fraud and to protect vehicle purchasers.

Congestion Charge Re-Let

IBM United Kingdom Limited has been selected for the Congestion Charging and Low Emission Zone service provider contract. The decision follows a 12-month competitive tendering procurement process. IBM will be responsible for the operation of the Congestion Charging and Low Emission Zone schemes from November 2009, including the technology that will underpin payments and all customer contact channels. The contract is for a duration of five years with an option to extend for a further five years.

New Freight Consolidation Centre at Silvertown

TfL's two year feasibility pilot to study the potential benefits of Construction Consolidation Centres is finished and the site at Bermondsey has closed. However the team at Wilson James Limited, which was responsible for running the TfL sponsored pilot centre, was so impressed with the results of the study that it has decided to continue operations at Silvertown. These results were derived from quantitative and qualitative material collated from suppliers and drivers delivering to the Centre. This was then compared with suppliers' and contractors' experience when delivering direct to comparable construction sites not benefiting from a Consolidation Centre. Key findings showed that there were 68% fewer construction vehicles entering the City as a result of the Centre. Average journey time including loading and unloading was down by two hours and around 97% of goods were delivered - right first time. As part of the development of Construction Logistics Plans, one of the key projects in the London Freight Plan, TfL and the GLA Group are looking at ways to adopt the concept as part of the overall approach to increasing the sustainability of construction freight.

Sustainable Buses

The Mayor announced that TfL are purchasing 10 new hydrogen-powered buses. This groundbreaking deal means London will be the first city in Europe to buy hydrogen buses commercially and demonstrates TfL's ongoing commitment to tackling climate change and investing in long-term, environmentally friendly fuel for vehicles. Of the 10 buses, 5 will use hydrogen fuel cells, and 5 will use a specialist internal combustion engine which is powered directly by hydrogen. Both types of buses will also incorporate hybrid technology to maximise the fuel efficiency and increase the range of the vehicles.

The London Hybrid bus fleet has increased from six to 11 single-deck hybrid vehicles on Routes 360 and 129. The additional five buses came into service on 21 November. One double-deck hybrid bus continues to be operated on Route 141 from Palmers Green to London Bridge Station by Arriva London North.

Operation CHICAGO

A two-week joint policing operation in south-east London, targeting robbery, anti-social behaviour and disorder on the bus, railway and tram network concluded on Saturday 20 October 2007. The Metropolitan Police Service's Transport Operational Command Unit (TOCU) working in partnership with British Transport Police and TfL carried out the operation to reduce crime and anti-social behaviour

on the bus and railway network in South-East London. The operation, in its third year, ran from 10-13 October and was repeated the following week on 17-20 October and targeted Lewisham, Lambeth, Croydon and Southwark. Safer Transport Teams in each of the boroughs also supported operations. The aim was to deny criminals opportunities to commit crime on the South London Transport network, and to detect and prevent robberies, thefts, ticket fraud, fare evasion, drug dealing, aggressive begging and anti social behaviour. In total there were over 300 arrests, over 130 by the Transport Operational Command Unit and 180 by British Transport Police for anti-social offences such as theft, robbery, drugs and fare evasion.

Westminster Bridge – Institute of Civil Engineers Award

TfL, its contractor Interserve, designer Tony Gee and Partners and consultant Hyder, were awarded 'Highly Commended' at the Institute of Civil Engineers (ICE) London Region Merit Awards held at The Tower Hotel on Thursday 11 October. Throughout the work the bridge and river remained open for all users and work was conducted from a 35 metre floating crane from the river. This ground breaking method of working was one of the elements of the project recognised at the ICE Merit Awards.

School Bike Parks

David Brown, Managing Director of Surface Transport, unveiled the 10,000th school bicycle parking space at Stepney Green Mathematics and Computing College. Since January 2004, 10,000 new school cycle parking spaces have been installed in more than 400 schools and colleges across London, as part of the Mayor's school cycle parking programme.

O2 Arena

A number of enhancements to services at North Greenwich have been made to cater for people exiting the O2 venue. During the evenings and on Sundays Routes 161, 472 and 486 have been increased, and Routes 188 and 472 have been made 24 hour services. Extra journeys have been added to Route 108 at event closure times. These increases enable O2 visitors to reach a greater range of public transport links following events at the O2 Arena. Additional staff have been deployed to ease congestion outside the North Greenwich tube station. Thames Clipper have extended river operations from the O2 pier and passenger journeys now continue to midnight on a new timetable to provide river transport until the end of events at the arena.

Traffic Management Act 2004

The legislation supporting the introduction of permitting for highways and utilities works has been laid before Parliament and is scheduled for commencement on 1 April 2008. This opens the way for TfL and London's boroughs to progress towards a common permit scheme for London. A London Permits Working Group, comprising of TfL and 8 boroughs, is developing a scheme jointly. The Department for Transport have requested to join the Group.

Working with Diverse Communities on Road Safety

The first workshop on the “Working with Diverse Communities” programme on road safety was held on 1 November between the London Boroughs and TfL. Borough road safety professionals, who are participating in demonstration projects, shared lessons learnt about Equality Impact Assessments, and discussed key performance indicators and evaluations.

Extra Buses Laid on for Diwali Celebrations at the Neasden Temple

TfL provided extra buses over the Friday and Saturday 9 to 10 November to take people to the Shri Swaminarayan Mandir for Diwali celebrations. The Mandir is the largest Hindu temple outside India. A free shuttle bus linked Neasden Station on the Jubilee Line to the temple and additional services provided extra capacity on links with Wembley Park, Stonebridge Park and Park Royal.

Cycle Awards

TfL’s London Workplace Challenge 2007 was named ‘Best Workplace Cycling Initiative’ at the London Cycling Awards on 19 October, presented by the London Cycling Campaign. The Challenge, which coincided with the Tour de France in July, encouraged teams from more than 340 organisations across the Capital to take to two wheels. The teams either increased their total number of cycling journeys, set individual targets to cycle further, or recruited new commuting cyclists to join them. 2007 has been a fantastic year for cycling events in London. As well as the Tour de France Grand Depart, TfL have also hosted both The Tour of Britain Prologue and the Hovis London Freewheel. The number of cycle journeys on the TLRN has increased by 83% since 2000. TfL is investing £36 million in 2007/8 to improve cycling infrastructure, training, education and promotion.

TfL’s Children’s Traffic Club – Theatre Roadshow Launch

From 26 September a ‘theatre in education’ roadshow, set up and funded by TfL, will visit 4,000 nurseries and early year establishments across the Capital. The roadshows are part of TfL’s Children’s Traffic Club, which helps parents/carers teach their three and four year olds how to keep safe when out walking, playing, and travelling in cars and buses.

2.2 London Underground

Metronet

The PPP Administrator of Metronet has confirmed that TfL’s bid is the only formal bid to have been received, and as a result he will not take any active steps to market the Metronet companies. Under current plans, the people and the assets of the two Metronet companies will be transferred into two TfL nominee companies, which will be managed on a stand alone basis while the long-term structure is agreed with the Mayor and Government. Work is progressing on the legal process of transferring Metronet out of administration with the aim of transferring the undertakings to TfL’s control in early 2008. Mayoral approval is also required. The Finance Committee and Board will be asked to approve the transfer scheme at special meetings on 17 and 18 December respectively. Separately, a number of changes have been made to the senior management team at Metronet, most notably the replacement of chief executive Andrew Lezala by Andie Harper.

State Aid clearance for the rescue funding for the Administrators was given on 28 November.

Metronet's senior lenders expect to exercise the 'Put Option' (exercisable on or after 18 January 2007). The Metronet Finance companies and their lenders have been asked to calculate the Put Option Price and meetings are taking place in order to progress this. Importantly, the bid has been structured so that the transfer can take place irrespective of whether the Put Option has been exercised or not, has been paid or is in dispute.

In line with the requirements of the Memorandum of Understanding with DfT, a Joint Steering committee has been set up, including LUL, TfL, DfT and HMT, in order to make a recommendation regarding the long-term structure for the Metronet business to the Mayor and Secretary of State. Work on the long-term structure has commenced and a decision will be required by June 2008 in order to fit with the Periodic Review process.

On 31 October TfL agreed with the Administrator that the Extraordinary Review for Metronet BCV should be withdrawn, and jointly advised the Arbiter accordingly.

On 7 November Tim O'Toole and the PPP Administrator gave evidence to the House of Commons Transport Committee inquiry into the Public Private Partnership and London Underground. Also giving evidence were the chairman of Metronet, the Secretary of State for Transport and civil servants from her Department. The session focused on the reasons for, and implications of, the Metronet situation.

Silverlink Transfer

On 11 November London Underground took over the operation of 11 stations from Silverlink. Nine stations from Queen's Park to Harrow & Wealdstone, excluding Willesden Junction, transferred to the Bakerloo line while Gunnersbury and Kew Gardens stations transferred to the District line. In addition, LU assumed responsibility for management of the National Rail platforms at West Brompton, Highbury & Islington and Blackhorse Road.

The transfer involved more than 80 employees transferring from Silverlink to LU and will provide a much-improved standard of customer service - security, customer information and staff assistance - at these stations.

The stations will benefit from a refurbishment programme over the next few years which will deliver improvements to CCTV, help points, lighting and decor. The detailed design process will start in January and work is planned to start later in 2008.

2.3 London Rail

London Overground

Launch of London Overground

London Overground was successfully launched by the Mayor on 12 November to the media and stakeholders at Hampstead Heath station and was attended by The Mayor. Approximately 30 media attended the event, including BBC news, ITV London news and The Evening Standard. Positive coverage of the launch was secured in all pan-London papers and pan-London broadcast media. There was also significant coverage in local and BAME press.

A stakeholder event was held at Willesden Junction and was hosted by me and Ian Brown. Over 100 stakeholders attended the event, including borough representatives, user groups, MPs, Assembly members and Board Members.

Website / Customer Services

The new web pages for London Overground went live on Sunday 11 November and London Overground is now included on the TfL Website where real time travel information and the journey planner can be viewed. Customer Services are supplied by the concessionaire, London Overground Rail Operating Limited (LOROL), but contacted via TfL's website. TfL Customer Service centres have all been briefed on London Overground.

Overground across the network

London Overground branding is being rolled out across the network with updates being made to the Tube map, in-line Tube car diagrams, station line diagrams and in-train PA announcements, to highlight London Overground interchanges. The work will be completed by the end of November 2007.

Management Team

London Overground's Operations' Concession Management team is co-located with the concessionaire, LOROL, at their Swiss Cottage Headquarters, the same model as successfully deployed on DLR.

Operational performance

Performance for the first week of LOROL's services, measured as the Public Performance Measure, based on the percentage of on time trains compared to the total number of trains planned, is satisfactory at this stage: 88.85%. The main problems were the lineside fire at Stratford, and consequent dewirement, on 12 November.

Passenger benefits

LOROL's first day of operation brought immediate benefits to passengers in terms of staff at all stations, for the first time in many years, and the ability to now use Oyster Pay-as-you-go on all Overground lines.

DLR Performance

The DLR continues to surpass performance targets for the railway with both train punctuality and reliability at extremely encouraging levels. Customer satisfaction

surveys reflect this with recent scores (for the quarter to September 2007) seeing a record return of 97.9% of passengers giving a very high, high or satisfied response to the overall performance of the railway.

This continues to translate into growing passenger usage with over 220,000 passengers carried every weekday. Managing events at locations around the railway is also a growing demand, one example being the World Travel Market event at Excel which resulted in the carrying of the second largest daily volume ever on the DLR (270,000 passengers) during November, without a dip in service performance.

Oyster Pay As You Get on National Rail

Oyster pay as you go was launched on London Overground on 11 November 2007, the day TfL took control of these services. All stations had gates and/or validators installed to accept Oyster and all stations were also fitted out with ticketing facilities to sell and top-up Oyster cards. The launch has been successful.

Midland Mainline started accepting Oyster pay as you go on journeys between Euston and Watford Junction on 18 November 2007 after agreement was reached with them on this scheme.

Installation of Oyster validators on Chiltern, c2c and west Anglia services on One Railways is now under way with expected completion in December. Oyster pay as you go will start to be accepted on these services starting on 2 January 2009. No issues are expected with the installation work or with the launch.

The rollout of Oyster pay as you go on the remainder of national rail services within London is planned for 2009. Commercial agreements with the train operating companies are currently in the final stages of negotiation and, despite difficulties, it is expected to have these completed soon. An order for long lead time items to facilitate this project was placed in early November to maintain the overall programme for the project.

3. MAJOR PROJECTS AND INITIATIVES

Crossrail

TfL and DfT signed a Heads of Terms on Crossrail's funding and governance. The two sponsors, together with Cross London Rail Links Ltd. (CLRL), are now working on full legal documentation of those outline terms that will enable the delivery of the Crossrail Project and the full transfer of CLRL shares to TfL. The process to appointment of a new CLRL Board has commenced and is expected to involve discussions with the wider Business Community. It is planned that the transition to the new arrangements be in advance of Royal Assent to the Crossrail Hybrid Bill which is anticipated to be in the Summer 2008.

North London Railway Infrastructure Update

Following a review with Network Rail an estimate of £326m has been agreed for the proposed infrastructure, with Network Rail contributing £78m. This means that the project is now fully funded. A procurement strategy is now agreed which provides 4

main contracts; Signalling, Core Route Track Works; Channelsea Loop at Stratford and Latchmere Curve at Clapham Junction.

Initial RailSys timetable modelling results have been presented to Network Rail. Further modelling to produce a 24/7 timetable to go with the Track Access Option application to Office of Rail Regulation is ongoing.

East London Railway Extension

The Main Works Contract to construct the extended East London Railway is well underway with detailed design and approval work progressing. The first six key implementation milestones which were set by the East London Line project, have all been achieved to programme by the contractor, Balfour Beatty Carillon Joint Venture. Services will cease on the existing East London Line on 22 December 2007; bus services to connect with other Tube, DLR or Rail services will be in place. The demolition of Bridge GE19, within the Christmas Blockade (across the main line tracks outside Liverpool Street station) remains on schedule. The extension remains on schedule for public opening in June 2010.

ELL Phase 2 in respect of Thameslink Phasing at London Bridge

DfT have indicated the current 2 trains per hour 2-car (4-car in peak) Victoria to London Bridge services (serving stations between Wandsworth Road and South Bermondsey) will likely be identified as incapable of accommodation in the rebuild of London Bridge station as a result of the increase in services on the Thameslink Project. Network Rail propose these services be part replaced by a 2 trains per hour Victoria to Bellingham service (serving stations between Wandsworth Road and Peckham Rye). This change would mean Queen's Road Peckham and South Bermondsey stations will lose 2 trains per hour while stations between Wandsworth Road and Peckham Rye lose an important connection into the City. ELLP Phase 2 would see the Victoria to London Bridge service replaced by 4 trains per hour 4-car services between Clapham Junction and the ELL Core Route (serving stations between Wandsworth Town and Queen's Road Peckham). Bringing forward commissioning of ELLP Phase 2, funded essentially as enabling works for Thameslink, would provide the DfT with significant mitigation against the service difficulties posed by the remodelling of London Bridge. The benefits of this approach, involving the funding of ELLP Phase 2, are being pursued.

DLR Projects

On 10 December 2007 the Mayor will formally open the new station at Langdon Park, which is forecast to carry 5,000 passengers per day within the first year of operation. The new Will Alsop designed station at Stratford will also come into full operation on the same day.

The Woolwich Arsenal project continues to progress to plan with construction of the station building in Woolwich being clearly visible within the town centre. Track laying is now almost complete so that systems installation can begin in earnest early in 2008. The extension remains on target to open at the end of February 2009.

Building on the success of reconfiguring Network Rail track layouts in the Stratford area during a DLR led 4 week possession in August, the Stratford International project's next challenge is to continue that success into extensive works planned for

the 10 day Christmas blockade of Network Rail between Liverpool St and Stratford, an extensive blockade that will also see critical work undertaken for the East London Line project.

Work on the 3 car project remains on plan with the first major 3 car possession being successfully completed and handed back on time during October. The first of 55 new vehicles from Bombardier is forecast to arrive over the Christmas holiday period.

Thames Gateway Bridge

A revised Project Management Plan has been set up to address the issues highlighted at the Board meeting for the re-opened inquiry. This includes the establishment of an Inquiry Strategy Board to oversee preparation of the case for the re-opened Inquiry.

4. CORPORATE ACTIVITIES

Policy and Strategy

Funding for Borough Local Implementation Plans (LIPS)

The Annual LIP funding settlement for the Boroughs was released on 15 November. This allocated £160.9 million for local transport schemes for the 2008/9 financial year. This funding is an important part of TfL's wider programme of spending in the boroughs and includes a range of small and large schemes aimed at improving bus services, road safety, walking and cycling, reducing congestion and encouraging healthier life styles.

Emissions Related Congestion Charging

Public consultation on the Emissions Related Congestion Charging proposals closed on 19 October. The report will be submitted to the Mayor in early December, with a decision expected by the end of the year.

Travel Demand Management

School Travel Planning (STP)

TfL are currently involved in the development of a publication called 'Every Journey Matters' with *Peacechild International*. The book, which will contain a foreword by the Mayor, focuses on the benefits of sustainable travel and the barriers that are faced by young people in travelling to school across the world. The book will be supported by a website which will contain accompanying teaching resources. Copies of the book will be available to all schools in London before the end of the Autumn term.

The TfL School Travel Plan Team ran their 6th Annual STP Conference at the Gallery Hall Business Design Centre on Thursday 18 October. The conference was aimed at schools that have no experience of the STP programmes to highlight the benefits and practical process involved in delivering an STP. It was attended by 220 delegates, representing both schools and School Travel Advisors (STAs). The

conference comprised presentations from TfL, STAs and schools accredited at sustainable level, as well as an exhibition.

Workplace Travel Planning

Workplaces with a total of 350,000 employees have now signed up to the TfL Corporate Package, significantly exceeding the target of 200,000 employees. The Corporate package is available for companies with in excess of 250 employees. For companies with less than 250 employees TfL also offers the Enterprise Package. To date 82 SMEs have engaged in the process with 13 fully committed to the development of a workplace travel plan.

Personal Travel Planning (PTP)

Two geographical areas are benefiting from this year's PTP programme in the London Boroughs of Sutton and Camden. The Smarter Travel Sutton programme was completed on 5 October with 67,503 households approached. Of the 67,503 households approached, conversations were held at 44,770 (66%). The Camden scheme was also completed on 12 October with 28,410 households approached. Of the 28,410 households approached conversations were held with 14,633 (52%).

Group Services

Procurement

The London Living Wage (LLW) has been included in TfL's catering contract with Sodexo, and will take effect from April 2008. This will result in the salaries of over 100 catering staff increasing to the LLW rate. The GLA Group have joined Sedex, the Suppliers Ethical Data Exchange, to facilitate the roll-out of the Ethical Sourcing theme of the Responsible Procurement Policy. TfL is piloting Sedex ahead of roll-out to the other Functional Bodies.

TfL Group Procurement is leading the Delivering More Together workstream across the GLA Group. Six projects have so far been identified for collaboration - Mobile Telephony, IT Consumables, Couriers, Temporary Labour, Promotional Items and Stationery. These are forecasted to provide over £1 million in savings over the year. Responsible Procurement requirements will be included in all of these projects.

Equality & Inclusion

On 30 October 2007 TfL participated in the JIVE conference in Birmingham. JIVE is an EU funded partnership led by the UK Resource Centre for Women in Science, Engineering and Technology (UKRC). The conference was attended by 200 people from industry, the public sector, schools, colleges and universities. The conference programme included a TfL case study of recruitment in Traffic Signals and a TfL Equality & Inclusion stand.

This event provided an excellent opportunity to raise the profile of TfL as an employer of choice, committed to gender equality and to offering exciting career prospects to women. Following participation in the conference TfL will be signing up to the UKRC CEO charter that will make a commitment to actively support the aim

of increasing the participation, at all levels, of women in Science, Engineering and Technology, develop and communicate the business case for gender equality and showcase TfL's approach and examples of best practice.

TfL celebrated Black History Month 2007 with a weekly programme of cultural and other events co-hosted by Group Equality & Inclusion and the BAME Staff Network Group. Key themes included the bicentenary of abolition of the slave trade and black history in London. Events included live poetry performances on the Underground, film screenings, historical walks and a private viewing of art work by Stephen Wiltshire. The highly successful month ended with a gala celebration attended by 130 people.

Human Resources

An on-line leadership library (Developing Leaders On-line) is now being piloted with a group of 70 senior managers from across the modes. This gives managers 24 hour access to a wealth of business resources and learning materials from their office or at home, including economic trend data, access to articles from 250 business journals and learning guides covering a broad spectrum of skills linked to the TfL Leadership Principles. This resource enables TfL's senior managers to have business and learning information on demand. The pilot will be evaluated in April - with the possibility of a wider roll-out to the whole senior management population dependent on beneficial results.

Attendance at the TfL Leadership Development programmes run in partnership with Warwick Business School has continued in this period with managers from across the modes coming together to participate in Strategic Thinking, People Leadership and Result Focus modules. A strong theme in the feedback continues to be the benefit attained from networking with those from other modes. Over 200 managers will have participated by the end of the financial year.

The first employee engagement survey 'your say' was conducted in TfL during October. All permanent and fixed term contract employees within TfL Corporate, London Rail and Surface Transport were invited to participate. 'Your say' is designed to give employees the opportunity to tell leaders what it is like to work for TfL. It is our intention that 'your say' will run on an annual basis and will become one of our key business measures. 'Your say' will provide feedback for all leaders across TfL about issues that are important to employees and will ensure that energies are directed towards addressing the issues that matter most to employees. Results will be published in the New Year; the participation rate was 47%.

Trades Union consultation has commenced on the following policies: Attendance, Bullying & Harassment; Discipline; Grievance and Performance Improvement. The consultation will continue into the first half of December. The nature of the above policies will require significant training and briefing and a comprehensive implementation plan is being prepared to reflect this.

HR policy briefings for managers have been completed for the latest group of policies implemented (Handling Employee Data, Travel At Work and Whistleblowing - as well as a refresh on Work-Life Balance). 95% of attendees at these briefing

sessions felt confident in cascading the briefing material and activities to their own teams - this supports the longer-term aim of policy awareness and understanding at all levels in the organisation.

'My TfL' provides employees with access to a wide range of tax efficient benefits and employee discounts e.g. Childcare vouchers and Cycle2Work schemes. In total 267 to Cycle2Work enrolments have been made since the scheme was introduced. Overall, this represents 1.37% take up (based on 19,490 eligible employees as at period 8). Current take up of childcare vouchers is 321, which equates to 1.65% take up. Of the other myTfL voluntary benefits, High St Vouchers prove the most popular with orders now totalling £248k to the end of October. Cinema tickets are the second most used benefit, with take up to the end of October totalling 403. Logins to the myTfL website have increased significantly over the summer months, averaging over 4,000 per month for August, September and October.

Finance

Operating Cost Review

Following on from the business planning process and the funding settlement announcement, a review is being established to focus on TfL's operating costs. The review aims to identify areas for potential savings in time for the next business planning process, in order to ensure that front line services can continue to be delivered despite an environment of increased financial constraints.

Clinton Climate Initiative

TfL is working with the GLA on the Mayor's Building Efficiency Programme contract. Of the sixteen expressions of interest received from the leading retrofit companies, eight have been shortlisted. Discussions are underway with the Clinton Climate Initiative banking partners to develop non-recourse funding structures.

Borrowing

TfL borrowed £200m from the Public Works Loan Board in Period 8 at a weighted average interest rate of 4.64%, thus completing the £600m borrowing programme for the financial year 2007/8. TfL is committed to drawing down £112m from the European Investment Bank in March 2008.

Olympics

The TfL Integrated Games programme is now operational. The Beijing/London handover of the Olympic Torch will be on 24/25 August 2008. This represents the start of the lead up to the 2012 Olympic Games, and is expected to be marked with a celebration. This coincides with the main day of the Notting Hill Carnival which is expected to attract up to a million people and is bound to compound the operational challenges faced by frontline staff over the course of the two day event.

Fares and ticketing

Fares Package

Following the fare reductions on buses and trams that were introduced on 30 September, the January 2008 fares package was announced by the Mayor on 30 October. The package comprises a freeze in all single fares on buses and trams,

the Underground and DLR. The overall increase in Travelcard prices, which is constrained by agreements with the Train Operators, has been limited to be in line with Retail Price Index inflation (around 4%). Pay As You Go usage continues to increase, and in Period 7 reached 18% of all bus and 28% of all Underground/rail journeys. This compares with 13% and 22% over the same period last year.

Oyster Control Centre

The Oyster Control Centre has been established to take on the role of managing gateline and validator settings across the Oyster network. This enables TfL to respond to planned and ad-hoc events (e.g. station evacuations) to support the smooth operation of the network and manage the impact on customers by proactively monitoring and resolving ticketing issues that arise over the course of a traffic day; for instance, unresolved journeys and maximum fares arising from station closures. Proactively managing the impact of such events on TfL's customers reduces pressure on the Oyster Helpline and the financial impact of resolving customer queries for refunds and complaints from being overcharged as a result of events across the network. Staff training commenced in advance of the centre's start on 4 November.

Marketing and Communications

Teens Road Safety

Every day, a teenager is killed or seriously injured on London's roads. TfL's 'Don't die before you've lived' campaign aims to reduce fatal and serious incidents by 60% by 2010. As part of the next phase, TfL has moved into the innovative and exciting new area of branded TV content programming by teaming up with Channel 4 to produce a series of programmes aimed specifically at teenagers. The shows were broadcast over the weekend of 3/4 November, and aimed to get across the message that by associating it with programming which highlighted in a relevant and contemporary way the potential for creative personal development in the target group of teenagers. The outcome of the campaign will be evaluated in due course.

BAME Media

There have been a number of developments to build on the strategy of forging better relationships with BAME print and broadcast media to localise proactive stories, and connect with what the public really cares about. The outcome has been: a dramatic increase in coverage in BAME titles, such as a 300% increase in coverage in the Bengali press; a growing and sustained relationship with titles covering the Bengali, Polish, Turkish, Urdu speaking, African including Somali, Arabic, Gujarati and Punjabi; and editorial support almost 50% higher than before the strategy was initiated.

TfL's advertising spend in BAME media has risen from £120,000 in the year to September 2006 to well over £500,000 in the year to September 2007. TfL's focus on building these relationships will continue to be a key element of TfL's media strategy in the future, particularly seeking to demonstrate to communities the 'real life' impact investment in transport is having in terms of jobs, health and inclusion more generally.

Oyster 'Value for Money' Campaign

Group Marketing ran a campaign to demonstrate to customers the value for money delivered using Oyster. The campaign, running from April to December, has delivered a 16% increase in those Londoners satisfied with the value for money provided and a huge 21% rise in the particular audience targeted for the campaign (C1/C2's). It has also led to significant reductions in those dissatisfied with Oyster's value for money.

London Transport Museum

There have been a series of extremely successful special events prior to the Museum re-opening to the public on 22 November. These included: gala launch with Ken Livingstone and Vivienne Westwood on 8 November; TfL Staff Preview day on 10 November; Bus industry event on 11 November; Launch parties for sponsors and corporate members on 14/15 November; and BBC London's Children in Need coverage hosted on 16 November. The re-opening has received widespread and highly positive media attention.

Industry Award for TfL's Intranet 'Source'

Source has won the Intranet Benchmarking Forum award for the best company intranet design, beating competition such as BBC, Rolls Royce and Prudential.

Introducing the London Overground rail service

A co-ordinated marketing and communications programme was implemented ahead of TfL assuming control of the service on 11 November. The programme, promoted under the headline 'London's getting a new train set', communicated the initial customer benefits the transfer will deliver (staff at all stations during hours of operation, Oyster pay as you go validity and an extensive clean up programme), while also influencing expectations over the pace at which other benefits will be delivered.

General Counsel

Legislation Update – Joint Bill

On 24 October 2007 the Board approved the promotion of the London Local Authorities and Transport for London (No.2) Bill ("the Joint Bill"). On 26 November 2007, the Mayor granted his consent to the deposit of the Joint Bill in Parliament, after consulting the London Assembly. The Joint Bill was deposited in Parliament on 27 November 2007. Following deposit of the Joint Bill, the Mayor must confirm his consent after consulting again with the London Assembly. TfL will also shortly be advised in which House of Parliament the Joint Bill will commence and a petitioning period will follow early next year.

5. CORPORATE ISSUES

Assembly Budget Committee

On 13 November I appeared at the Assembly Budget Committee to answer questions about the Venezuelan Co-operation Agreement. To date over 50,000 people on Income Support have taken up the half price fares offer which forms part of the agreement.

London and India

From 18 to 22 November I visited Delhi and Mumbai with the Mayor's delegation. My itinerary included visits to the metro in Delhi, the suburban railway, the Sea-link road bridge and a housing renewal project in Mumbai, meetings with senior transport managers and politicians in both cities, speaking at two conferences, visits to cultural and religious sites in Delhi (the Gandhi Memorial, Akshardham Temple and Nizamuddin Dargah), and to the Saathi project sponsored by the Railway Children charity in Mumbai. In both cities there was an enormous level of interest in TfL's policies, projects and governance arrangements, with London being perceived as a world leader in city transport.

Peter Hendy
Commissioner of Transport
Transport for London
November 2007

TRANSPORT FOR LONDON

BOARD

**SUBJECT: TRANSPORT FOR LONDON OPERATIONAL AND FINANCIAL
PERFORMANCE REPORT AND INVESTMENT PROGRAMME
REPORT – SECOND QUARTER 2007/08**

MEETING DATE: 6 DECEMBER 2007

1. PURPOSE

1.1 To inform the Board of Transport for London's performance over the second quarter of 2007/08 (24 June 2007-15 September 2007).

2. INTRODUCTION

2.1 Attached are two reports which detail Transport for London's performance during the second quarter 2007/08. They are as follows:

- The TfL Operational and Financial Report – Appendix One
- The TfL Investment Programme Report – Appendix Two

2.2 The most recent quarterly copy of the Olympic Transport Portfolio Executive Report is also attached as Appendix Three.

3. RECOMMENDATION

3.1 The Board is asked to:

1 NOTE TfL's operational and financial performance over the second quarter of 2007/08; and

2 NOTE TfL's progress on the Investment Programme over the second quarter of 2007/08.

TRANSPORT FOR LONDON

BOARD

SUBJECT: LONDON TRANSPORT MUSEUM RESTRUCTURING**MEETING DATE: 6 DECEMBER 2007**

1. Purpose

- 1.1 This paper provides an update on the proposed restructuring of the London Transport Museum and seeks approvals from the TfL Board to facilitate the restructuring.

2. Background

- 2.1 The London Transport Museum currently operates as a business unit within Transport Trading Ltd. TfL in conjunction with the Museum has reviewed the Museum's governance and its function within TfL. Following that review, it was considered that the Museum should be restructured as a wholly-owned subsidiary of Transport Trading Ltd ("TTL") which would apply to the Charity Commission for registration as a charity. In particular it was considered that, by obtaining charitable status, there will be increased access for the Museum to charitable sources of funding and a greater degree of understanding from donors and other sponsors. It is also considered that the restructuring will provide the Museum with a governance structure that is more suited to a cultural entity of its size and status.
- 2.2 On 28 June 2006 the TfL Board approved in principle the proposal that TfL should establish a new charitable subsidiary company ("ChariCo") to take over the operation of the Museum. Since then further work has been undertaken to develop the details of the restructuring of the London Transport Museum with a view to establishing the new arrangements by April 2008.

3. The Charitable Subsidiary

- 3.1 ChariCo will be a wholly owned subsidiary of TTL and will be formed as a company limited by shares. ChariCo's main governing documents will be its Memorandum and Articles of Association.
- 3.2 ChariCo will have a Board of thirteen members which will include the Director of the Museum. The Board will be responsible for decisions affecting the Museum's day-to-day operations. In order to satisfy the requirement of the Charity Commission that the company must be able to act with sufficient independence, TfL will have the right to appoint only three of ChariCo's Board members.
- 3.3 A number of prospective Board members have been appointed. They are Sir David Bell (chairman designate), Tim O'Toole and Dave Wetzel (TfL nominees), Roger Cooke, Leon Daniels and Janet Vitmayer (independent Board members) and Sam Mullins (Director of the Museum).

4. The Trading Company

- 4.1 The Museum currently operates a shop and an events business. ChariCo, as a charity, will not be permitted to trade other than in furtherance of its charitable objects or in a way that is incidental or ancillary to the achievement of those objects. In order for ChariCo to continue to operate the shop and corporate hire business it will have its own non-charitable trading subsidiary (“TradingCo”). TradingCo will carry on commercial activities and pass any profits up to ChariCo by way of Gift Aid.
- 4.2 ChariCo will be the sole shareholder of TradingCo. TradingCo will have at least three directors, not all of whom should be directors of ChariCo. This is important to ensure that TradingCo is capable of operating at an arms’ length to ChariCo.

5. Agreements between TfL and ChariCo

- 5.1 It is intended that TfL will support ChariCo with funding and general resources, much as it does now with the Museum. There will, therefore, need to be a number of agreements between TfL and ChariCo covering matters such as funding and the use by ChariCo of TfL’s assets.
- 5.2 It is intended that TfL and ChariCo will enter into a ‘foundation agreement’ which will outline the principles on which the transfer is being made and on which the long-term relationship is to be pursued. The agreement will set out TfL’s long-term in principle commitment to the funding the Museum.
- 5.3 Periodic funding agreements, based on TfL’s business plan cycle, will set out the specific funding that TfL will provide to ChariCo and the services and outcomes that ChariCo will deliver to TfL. The first such agreement will be based on the remaining period of the current Business Plan.
- 5.4 The property and employees associated with the Museum that currently sit within TTL will be transferred to ChariCo or its subsidiary under a transfer scheme. Board approval will be sought for the transfer.
- 5.5 TfL will not transfer the current museum collection to ChariCo. Instead it will lend the collection to ChariCo. There will therefore need to be a loan agreement including details of how ChariCo will care for the collection. TfL will also enter into Intellectual Property Rights (“IPR”) agreements with ChariCo setting out how ChariCo and the trading company may exploit TfL’s IPR.

6. Charity Commission

- 6.1 ChariCo will be registered with and subject to regulation by the Charity Commission. Preliminary discussions with the Charity Commission about the registration of ChariCo have been held. The Commission is aware of the history of the Museum, the reasons for the establishment of ChariCo and the plans for its ongoing support by TfL. The next step is to form ChariCo as a company and then to make a formal application to the Charity Commission for its registration as a charity, based on the discussions which have taken place to date.

7. Recommendations

That the Board:

- 1 NOTE the contents of this paper;
- 2 APPROVE the formation of the subsidiary company (ChariCo) to operate the Museum, noting the intention that it apply to the Charity Commission for registration as a charity;
- 3 APPROVE the formation of a subsidiary of ChariCo;
- 4 DELEGATE to the Commissioner and the MD Finance the authority to approve the entering into of any necessary agreements required to enable the restructuring; and
- 5 DELEGATE to the Commissioner, the MD Finance, the MD of Marketing & Communications and General Counsel the ability to do all things necessary to facilitate the proposed restructuring as described above.

TRANSPORT FOR LONDON

BOARD

SUBJECT: EAST LONDON TRANSIT PHASE 1 AND GREENWICH WATERFRONT TRANSIT PHASE 1 – APPROVAL OF ARRANGEMENTS

MEETING DATE: 6 DECEMBER 2007

1. Purpose and decision required

To seek approval from the TfL Board to enter into separate agreements with the London Borough of Barking and Dagenham (LBBD), the London Borough of Redbridge (LBR), the London Borough of Bexley (LBB), and the London Borough of Greenwich (LBG) (the Boroughs) respectively to jointly discharge their power to issue Traffic Regulation Orders (TROs) on the route of the East London Transit Phase 1, which includes phases 1a and 1b (ELT1), and the Greenwich Waterfront Transit Phase 1 (GWT1). In each case this function will be exercisable by the Managing Director of Surface Transport or in his absence, the Chief Operating Officer (Streets).

2. Background

- 2.1 ELT1 and GWT1 form part of TfL's Bus Transit Schemes Programme. ELT1 will operate between Dagenham Dock and Ilford Town Centre using adopted public highway of which LBBD and LBR are the respective highway authorities. GWT1 will operate from North Greenwich to Abbey Wood using, in the main, adopted public highway of which LBB and LBG are the respective highway authorities.
- 2.2 TROs are the means by which a traffic authority for a particular area control and regulate traffic. They are used, for example, to prevent certain types of vehicles using a highway or to control parking. In order to ensure the smooth, effective and efficient operation of ELT1a it has been decided that LBBD and LBR should allow TfL to effectively control the process of drafting and issuing TROs in accordance with the Road Traffic Regulation Act 1984 (Traffic Act). Both LBBD and LBR have agreed to this in principle. Subject to LBB and LBG's agreement (GWT 1) and LBBD (ELT 1a) it is proposed that the same process should be used with GWT1 and ELT 1b. As TfL is a highway and traffic authority it is able to enter into arrangements with other local authorities pursuant to Section 101(5) of the Local Government Act 1972 (the 1972 Act) to issue TROs.
- 2.3 TfL Standing Orders state that arrangements with local authorities for the joint discharge of functions is a matter reserved to the TfL Board.

2.4 There are no direct financial implications in TfL entering into these agreements. TfL has to provide LBB and LBR with an indemnity against all liabilities arising from each agreement. This is a standard provision and is not regarded as being a risk to TfL. It is likely that LBB and LBR will ask for similar indemnities in any agreements entered into with them.

2.5 It is proposed that each agreement should last until the scheme to which they relate is fully implemented.

3. Options

3.1 Option 1 - Not to enter into joint arrangements with the Boroughs. This is not recommended as it does not provide TfL with the necessary control it requires in order to effectively manage the issuing of TROs on the route for ELT1 and GWT1.

3.2 Option 2 – The recommended option is for each of the Boroughs to individually agree with TfL to the joint discharge of their powers to make TROs under the Traffic Act in relation to the ELT1 route (LBB and LBR) and the GWT1 route (LBB and LBR) and for that joint function to then be discharged by the Managing Director of Surface Transport or in his absence, the Chief Operating Officer (Streets). This is the most appropriate way of managing the process in light of the single function in question.

4. Equalities Implications

4.1 The agreements will help the delivery of ELT and GWT. Both transit schemes will benefit new and existing public transport users in east London including, local residents, local businesses, elderly passengers, disabled passengers, people on low incomes and women. All these beneficiaries will have improved access to education, employment, health and leisure facilities, with GWT and ELT providing an improvement to the quality, safety and efficiency of public transport services currently serving the area. The improved transport links and associated benefits will be a factor in attracting additional residents and businesses to the new development sites within the corridor.

5. Crime and Disorder implications

5.1 The agreements will help the delivery of ELT1 and GWT1. Both transit schemes include a range of measures that can contribute towards a reduction in crime and disorder, including CCTV on vehicles, enforcement cameras, improved lighting to ensure safety, rationalisation of street furniture to reduce opportunities for criminals to hide and other similar measures.

6. Sustainability

6.1 The agreements will help the delivery ELT1 and GWT1. In both scheme's design, compliance with all relevant policies, industry standards and good practice to ensure sustainability is an integral part of the design process have been followed and will continue to be so as both schemes progress.

7. Recommendations

7.1 The Board is asked to APPROVE:

- (i) TfL entering into separate agreements pursuant to Section 101(5) of the Local Government Act 1972 with each of the Boroughs for the joint discharge of their respective powers to make Traffic Regulation Orders pursuant to the Traffic Regulation Act 1984 for, in the case of the London Borough of Barking and Dagenham and the London Borough of Redbridge, the route of ELT1 and, in the case of the London Borough of Bexley and the London Borough of Greenwich, the route of GWT1; and
- (ii) for that joint function to then be discharged by the Managing Director of Surface Transport or in his absence, the Chief Operating Officer (Streets).

7.2 The Board is asked to AUTHORISE the Managing Director of Surface Transport or in his absence, the Chief Operating Officer (Streets) to approve any further details and changes with regard to the arrangements with the Boroughs in relation to the agreements set out above.

TRANSPORT FOR LONDON

BOARD

**SUBJECT: GREENWICH WATERFRONT TRANSIT PHASE 1 -
COMPULSORY PURCHASE POWERS**

MEETING DATE: 6 DECEMBER 2007

1. Purpose and Decision Required

1.1 The Board is requested to approve in principle that Transport for London (TfL) make a compulsory purchase order to acquire areas of land and rights for the implementation of Greenwich Waterfront Transit Phase 1 (GWT1), and should the CPO powers be used, delegate to officers finalisation of the terms of the orders.

2. Background

2.1 GWT1 will provide a modern bus rapid transit service from North Greenwich to Abbey Wood, via Woolwich and Thamesmead, operating a 24 hour service 7 days a week (a proposed route map is at Appendix A). It is identified in Policy 5.1C of the London Plan (Strategic Policies for East London). It is also an Olympic deliverable to be completed before 2012. A consultation on the proposed route alignment was undertaken between 19 November 2004 and 21 January 2005, and a further consultation in relation to the scheme is being undertaken and will close on 11 January 2008.

2.2 GWT1 will improve the quality, reliability and efficiency of transport in the local area. It will provide a new and better transport service for passengers who will experience a fast, frequent and reliable journey. The proposed GWT service will give access to London Underground at North Greenwich, National Rail and the Docklands Light Railway (DLR) at Woolwich, and a large number of other bus services. The scheme provides improved pedestrian facilities at specific areas along the route, including additional crossings and lighting. Where possible, additional cycle lanes are also planned. Other benefits include new shelters, enhanced timetable and priority for GWT services over general traffic.

2.3 TfL will need to acquire land in order to build and operate the transit scheme. An indicative plan, illustrating the approximate areas of land involved, is attached at Appendix B.

2.4 The majority of land to be used for the transit scheme is adopted public highway with the London Borough of Greenwich (LBG) and the London Borough of Bexley (LBB) as highway authorities. However, some land, and certain rights, will need to be acquired from a small number of third party

landowners under the current design. No commercial or residential buildings, or any residential land is required to implement the scheme.

- 2.5 The project team have identified that rights to be acquired may include the right to run the service along private highway near the Royal Arsenal development, rather than acquire the land (approximately 3 acres affected). The precise extent of the rights required is currently being determined. There are approximately 5 acres of various types of land required for the scheme, including landscaped areas, roads, pavements and private footpaths, which it is proposed should be compulsorily acquired (if necessary). In addition approximately 9 acres will also be required for the scheme that comprises land currently lying vacant and unused as part of a private estate. This land is currently used by the land owner as an access way to a waste transit facility.
- 2.6 TfL are currently in communication with the majority of the landowners with the aim of reaching a negotiated settlement for the purchase of the land and rights required. Negotiations will continue in parallel to the compulsory purchase process.
- 2.7 Following a 2005 consultation, which set the GWT route alignment, on 12 November 2007 TfL embarked on an 8-week consultation exercise on specific details of the service such as bus stop locations, service frequencies and new bus lanes. It is not thought that the results of this consultation will affect the GWT alignment; however the final CPO maps will take this feedback into consideration where appropriate.
- 2.8 It is not expected that there will be any need to extinguish or divert existing highways, but if this does become necessary powers under the Highways Act 1980 and the Road Traffic Act 1984 would be used.
- 2.9 TfL has compulsory purchase powers under both the GLA Act 1999 and the Highways Act 1980.

3. Options

- 3.1 Option 1 – Negotiations with landowners, with no CPO sought. This option introduces considerable risk into the project as there is no certainty that a deal could be delivered to deadline.
- 3.2 Option 2 – TfL to use the CPO powers under either the GLA Act 1999 or the Highways Act 1980 to acquire the land but endeavour to secure sites through parallel negotiations. This is the recommended option as it provides the most efficient and secure means of obtaining the land and rights required. Negotiations with landowners would continue to progress in parallel with Option 2.

4. Legal Implications

- 4.1 A compulsory acquisition of land interferes with an owner's right of property under Article 1 of the First Protocol to the European Convention on Human Rights which is incorporated into English Law under the Human Rights Act 1998. The view has been taken that the interference is made for a legitimate

aim and is in the public interest. Compensation will be paid under the statutory code to all landowners from whom land is taken and in all cases the acquisition will be proportionate and justified.

- 4.2 In the compulsory purchase process, should any land taken be public open space it is necessary for the acquiring body, in this instance TfL, to provide land in exchange.

5. Risks

- 5.1 Planning permission will be sought from the local planning authorities (LBB and LBG) and this may involve environmental assessment and normal planning authority consultation, where appropriate. The obtaining of planning permission is not regarded as a high risk as the transit scheme is supported in principle by LBB and LBG.

6. Equalities Implications

- 6.1 The delivery of GWT1 will assist in ensuring that the capacity of public transport in the area will meet predicted demands. An Equality Impact Assessment has been completed for the project and no negative impacts have been identified.

7. Crime and Disorder Implications

- 7.1 The project team have sought advice from the TfL Crime and Disorder Partnerships Unit. Urban design enhancements will lead to improvements in customer safety due to the rationalisation of safe walking routes and pedestrian crossing points, the reorganisation of the on-street parking and traffic control measures. High and uniform street lighting levels, together with the creation of an uncluttered and clear streetscape with well defined local hubs and landmarks, will help to improve passengers' and pedestrians' experience of the urban realm and improve perceptions of crime and anti-social behaviour risks.

8. Sustainability

- 8.1 The GWT1 project is undertaking a full Environmental Impact Assessment (EIA) along the route. In the continuing project's design, GWT will continue to comply with all relevant policies, industry standards and good practice to ensure that sustainability is an integral part of the design process. Issues such as energy conservation and materials management are being integrated with the design.

9. Financial Implications

- 9.1 There will be a cost associated with acquiring the land, the exact amount has not yet been determined. The costs of GWT1 in the period to 2009/10 are provided for in TfL's Business Plan. The costs in the period after 2009/10 will be incorporated in TfL's plans during the business planning process for these later years which will be undertaken during 2008.

10. Recommendations

10.1 The Board is recommended to:

- i) AGREE in principle the making of one or more Compulsory Purchase Orders if required for the purposes of the Greenwich Waterfront Transit; and
- ii) DELEGATE to the Managing Director, Surface Transport and in his absence General Counsel the finalisation of the scope and details of any Compulsory Purchase Order.

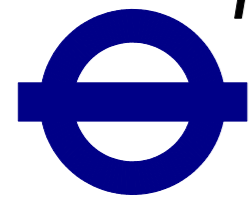
Appendix A – Route Alignment

Proposed GWT route map



- 1** The O₂ - Dome
- 2** Charlton retail park
- 3** The Valley (Charlton Athletic FC)
- 4** Woolwich Ferry
- 5** HM Prison Belmarsh
- 6** Thamesmead town centre
- 7** Thames Barrier
- 8** London City Airport
- 9** DLR extension to Woolwich
- 10** Excel Centre
- 11** Woolwich foot tunnel
- 12** Royal Arsenal Pier
- 13** QEII Pier
- 14** Link to proposed Thames Gateway Bridge

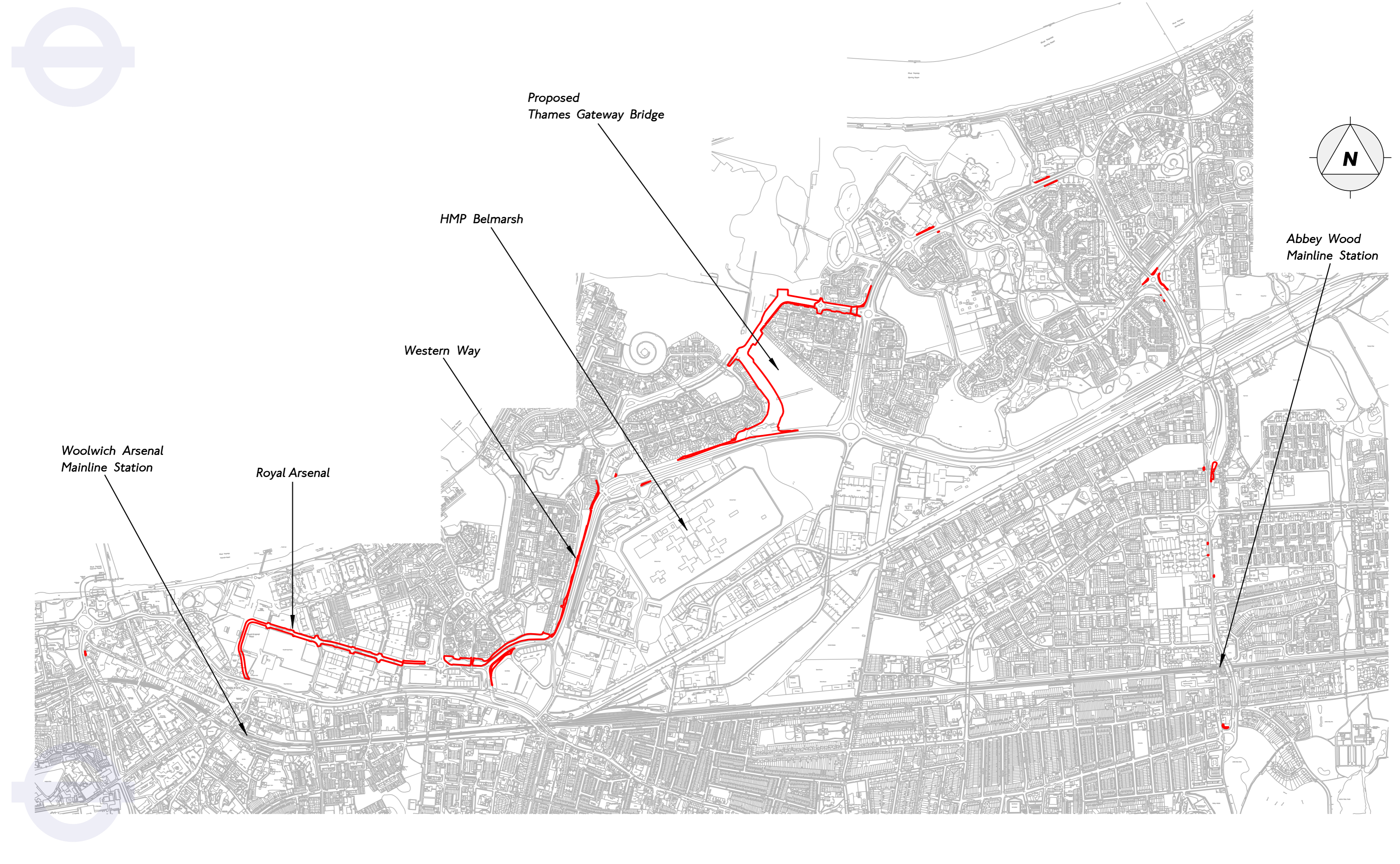




Transport for London
Group Property &
Facilities Directorate
Victoria Station House
191 Victoria Street
London SW1E 5NE

**GREENWICH WATERFRONT TRANSIT PHASE 1
PROPOSED LAND TO BE TRANSFERRED
OVERVIEW**

Date : 20/11/2007
Initials : CV
Drg No. : GWT/PH1/RNHL/OVR2
Rev : A
Scale : 1:10000 @ A2



TRANSPORT FOR LONDON

BOARD

SUBJECT: MAYORAL DIRECTION – CHANGES TO FARES

MEETING DATE: 6 DECEMBER 2007

1. Purpose

- 1.1 To inform the Board of a Direction received from the Mayor regarding revisions to fares on the London Underground, London buses, Croydon Tramlink and the North London Railway and to prices for Travelcards valid on these modes and National Rail services in the London area and for certain National Rail train -Tube combined fares.
- 1.2 The Oyster pay as you go (PAYG) fares on the North London Railway commenced on 11 November 2007. All other fares will commence on 2 January 2008.

2. Background

- 2.1 Under TfL's Standing Order No. 1 paragraph 18, TfL is required to report any Directions from the Mayor to a Board meeting as soon as reasonably practicable.

3. The Mayor's Direction

- 3.1 On 19 October 2007 the Mayor directed TfL to implement the fare changes contained in the attached Direction. These changes are outlined below.
- 3.2 From 11 November 2007, Oyster PAYG fares apply on the North London Railway.
- 3.3 From 2 January 2008:
 - Travelcard prices will rise by around four per cent in line with the Retail Price Index.
 - Oyster PAYG will be extended to:
 - the intermediate Chiltern Line stations between Ruislip and Marylebone;
 - the One Railway stations in the Hackney area between Liverpool Street and the Victoria Line;
 - First Great Western services from Greenford and Ealing Broadway to Paddington; and
 - Dagenham, Rainham, Grays, Purfleet, Ockendon and Chafford Hundred.

- Three stations on the North London Railway will be rezoned:
 - Hampstead Heath will move from zone 3 to zone 2;
 - Willesden Junction will move from zone 3 to a zone 2/3 boundary station; and
 - Acton Central will move from zone 2 to zone 3.
- Fares and tickets for travel on the North London Railway will be harmonised with those on the Underground.
- All fares on the Watford-Euston service outside Greater London will be harmonised with those on the Metropolitan Line.
- Stations beyond Zone 6 on the Metropolitan line will be rezoned.
- On the Euston to Watford line, reduced inter-peak and contra-flow PAYG fares will be introduced.

4. Financial Implications

- 4.1 After taking the predicted gain in patronage resulting from the real fares reductions into consideration, the fares package for January 2008 is predicted to increase revenue for TfL by £58 million per year.

5. Recommendation

- 5.1 The Board is requested to NOTE the receipt of the Direction from the Mayor.

GREATER **LONDON** AUTHORITY

Mayor's Office

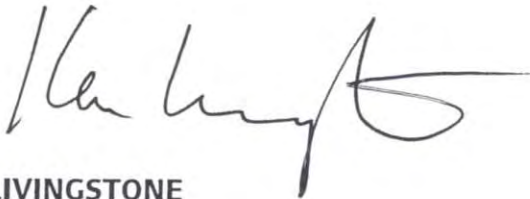
City Hall
The Queen's Walk
London SE1 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk

Peter Hendy
Transport Commissioner
Transport for London
Windsor House
42/50 Victoria Street
London
SW1H 0TL

Date:

I, KEN LIVINGSTONE, MAYOR OF LONDON, in exercise of the powers conferred on me by section 155(1)(c) of the Greater London Authority Act 1999 ("the Act") and in pursuance of my duty under section 174 of the Act, hereby direct Transport for London that the level and structure of fares to be charged for public passenger transport services provided by Transport for London or by any other person in pursuance of an agreement under section 156(2) or 3(a) of the Act or in pursuance of a transport subsidiary's agreement shall from the second day of January 2008 be in accordance with the schedule attached hereto, with the exception of the provision in relation to pay as you go fares on the North London Railway, which will take effect on the 11th day of November 2007.

Dated this day *19th* of October 2007.



KEN LIVINGSTONE
MAYOR OF LONDON

One Day and 3 Day Travelcard Prices from 2 January 2008

The following tickets are valid on all London Underground, Docklands Light Railway services and TfL bus and tram services. They are also valid on National Rail services within the specified zones and on the North London Railway coming under TfL control on 11 November 2007:

	Adult price - pence		Change (p)	Change (%)	Child price - pence*		Change (p)	Change (%)
	Current	Jan-08			Current	Jan-08		
Day Travelcard (Off-Peak)								
12	510	530	20	3.9	n/a	n/a	n/a	n/a
1234	570	590	20	3.5	n/a	n/a	n/a	n/a
123456	670	700	30	4.5	200	200	-	-
123456789**	780	820	40	5.1	260	260	-	-
123456W***	<i>London Midland fares</i>							
23456	460	480	20	4.3	n/a	n/a	n/a	n/a
23456789**	490	510	20	4.1	240	240	-	-
Day Travelcard (Peak)								
12	660	680	20	3.0	330	340	10	3.0
123	780	800	20	2.6	390	400	10	2.6
1234	900	940	40	4.4	450	470	20	4.4
12345	1120	1180	60	5.4	560	590	30	5.4
123456	1320	1380	60	4.5	660	690	30	4.5
123456789**	1450	1500	50	3.4	720	750	30	4.2
123456W***	<i>London Midland fares</i>							
23456	800	840	40	5.0	400	420	20	5.0
23456789**	940	980	40	4.3	470	490	20	4.3
3 Day Travelcard (Off-Peak****)								
123456	2010	2000	-10	-0.5	600	600	-	-
123456789**	2100	withdrawn	n/a	n/a	710	withdrawn	n/a	n/a
3 Day Travelcard (Peak)								
12	1640	1740	100	6.1	820	870	50	6.1
123456	3960	4000	40	1.0	1980	2000	20	1.0
123456789**	4180	withdrawn	n/a	n/a	2090	withdrawn	n/a	n/a

* An all-zones Day Travelcard (Off-Peak) priced at £1 is available for children accompanying the holder of any adult rate Travelcard.

** Zones A/B, C and D to be re-named Zones 7, 8 and 9 respectively

*** New Zone W to be introduced including Watford Junction only.

Current prices are for all-zones Travelcard + Silverlink add-on from Watford Junction.

**** Off-Peak time restrictions are as Day Travelcard (Off-Peak)

Travelcard Season Prices From 2 January 2008

The following tickets are valid on all London Underground, Docklands Light Railway services and TfL bus and tram services. They are also valid on National Rail services within the specified zones and on the North London Railway coming under TfL control on 11 November 2007:

	Adult price - pence		Change (p)	Change (%)	Child/16-17** price - pence		Change (p)	Change (%)
	Current	Jan-08			Current	Jan-08		
7 Day Travelcard								
12	2320	2420	100	4.3	1160	1210	50	4.3
123	2740	2840	100	3.6	1370	1420	50	3.6
1234	3320	3460	140	4.2	1660	1730	70	4.2
12345	3980	4140	160	4.0	1990	2070	80	4.0
123456	4300	4460	160	3.7	2150	2230	80	3.7
1234567***	4620	4800	180	3.9	2310	2400	90	3.9
12345678***	5360	5600	240	4.5	2680	2800	120	4.5
123456789***	6380	6600	220	3.4	3190	3300	110	3.4
123456W****	<i>London Midland fares</i>							
23,34,45,56	1500	1560	60	4.0	750	780	30	4.0
234,345,456	1940	2020	80	4.1	970	1010	40	4.1
2345,3456	2320	2420	100	4.3	1160	1210	50	4.3
23456	2920	3040	120	4.1	1460	1520	60	4.1
234567***	2960	3080	120	4.1	1480	1540	60	4.1
23456789***	4080	4240	160	3.9	2040	2120	80	3.9
23456W****-	n/a	4240	n/a	n/a	n/a	2120	n/a	n/a
4567***	2140	2240	100	4.7	1070	1120	50	4.7
456789***	3660	3800	140	3.8	1830	1900	70	3.8
456W****	n/a	3800	n/a	n/a	n/a	1900	n/a	n/a

* Monthly Travelcard season prices are 3.84 times the 7-Day price (rounded up to 10p multiples).

Adult Annual Travelcard season prices are 40 times the 7-Day price.

** Child rate 7 Day and longer period Travelcards are also available to 16-17 year old photocard holders.

*** Zones A/B, C and D to be re-named Zones 7, 8 and 9 respectively

**** New Zone W to be introduced including Watford Junction only. Current prices are for all-zones Travelcard + Silverlink add-on from Watford Junction.

Travelcard Season Prices From 2 January 2008 (continued)

Valid photocard holders on the TfL 18+ student scheme are eligible for a Discount Travelcard at 30% off the adult Travelcard rate as shown below:

	Current price - pence	Jan-08 price - pence	Change (p)	Change (%)
Discount Travelcard 7 Day Season				
12	1620	1690	70	4.3
123	1910	1980	70	3.7
1234	2320	2420	100	4.3
12345	2780	2890	110	4.0
123456	3010	3120	110	3.7
1234567****	3230	3350	120	3.7
12345678****	3750	3910	160	4.3
123456789*** *	4460	4610	150	3.4
123456W***	<i>London Midland fares</i>			
23,34,45,56	1040	1090	50	4.8
234,345,456	1350	1410	60	4.4
2345,3456	1620	1690	70	4.3
23456	2040	2120	80	3.9
234567****	2070	2150	80	3.9
23456789****	2850	2960	110	3.9
23456W*****	n/a	2960	n/a	n/a
4567****	1490	1560	70	4.7
456789****	2560	2660	1.00	3.9
456W*****	n/a	2660	n/a	n/a

** Although prices for these zone combinations are increasing substantially, the corresponding Oyster pay as you go fares will be frozen and will provide a significantly cheaper alternative for most users.

*** These tickets (to be withdrawn) are not Travelcards but local season tickets valid on LU/Chiltern services only.

Monthly Travelcard season prices are 3.84 times the 7-Day price (rounded up to 10p multiples).

Adult Annual Travelcard season prices are 40 times the 7-Day price.

Underground Ticket Prices From 2 January 2008

The following tickets are valid on all London Underground and National Rail services where LU fares apply and Docklands Light Railway services.

Ticket/Zones	Adult Price - pence		Change (p)	Change (%)	Child Price - pence		Change (p)	Change (%)
	Current	Jan-08			Current	Jan-08		
Underground Single								
12	400	400	-	-	200	200	-	-
123	400	400	-	-	200	200	-	-
1234	400	400	-	-	200	200	-	-
12345	400	400	-	-	200	200	-	-
123456	400	400	-	-	200	200	-	-
1234567*	550	550	-	-	270	270	-	-
123456789*	700	700	-	-	350	350	-	-
123456W**	<i>London Midland fares</i>							
23456***	300	300	-	-	150	150	-	-
234567*	400	400	-	-	200	200	-	-
23456789*	550	550	-	-	270	270	-	-
23456W**	n/a	550	n/a	n/a	n/a	270	n/a	n/a
3456789*	400	400	-	-	200	200	-	-
3456W**	n/a	400	n/a	n/a	n/a	200	n/a	n/a
4567*	300	300	-	-	150	150	-	-
456789*	400	400	-	-	200	200	-	-
456W**	n/a	400	n/a	n/a	n/a	200	n/a	n/a
56789*	300	300	-	-	150	150	-	-
56W**	300	300	-	-	150	150	-	-

* Zones A/B, C and D to be re-named Zones 7, 8 and 9 respectively

** New Zone W to be introduced including Watford Junction only.

*** Not DLR local journeys (see below)

Return tickets will be charged at twice the single ticket price

DLR Local Fares and Group Day Ticket

Ticket/Zones	Adult Price - pence		Change (p)	Change (%)	Child Price - pence		Change (p)	Change (%)
	Current	Jan-08			Current	Jan-08		
DLR local fares								
2,3	150	150	-	-	70	70	-	-
23	150	150	-	-	70	70	-	-
Group Day Ticket								
123456	350	350	-	-	100	100	-	-
123456789/W*	500	500	-	-	150	150	-	-

* Zones A/B, C and D to be re-named Zones 7, 8 and 9 respectively and new Zone W to be introduced including Watford Junction only.

Tube-Train Zonal fares

These tickets allow unlimited interchange between LU/DLR and TOC services within the specified zones.

Zones	Adult Single Price - pence		Change		Child Single Price - pence		Change	
	Current	Jan-08	(p)	(%)	Current	Jan-08	(p)	(%)
1 inc Z1	400	400	-	-	200	200	-	-
2 inc Z1	410	410	-	-	200	200	-	-
3 inc Z1	470	470	-	-	230	230	-	-
4 inc Z1	510	510	-	-	250	250	-	-
5 inc Z1	580	580	-	-	290	290	-	-
6 inc Z1	680	680	-	-	340	340	-	-
1 exc Z1	300	300	-	-	150	150	-	-
2 exc Z1	340	340	-	-	170	170	-	-
3 exc Z1	380	380	-	-	190	190	-	-
4 exc Z1	420	420	-	-	210	210	-	-
5 exc Z1	460	460	-	-	230	230	-	-

Zones	Adult Return Price - pence		Change		Child Return Price - pence		Change	
	Current	Jan-08	(p)	(%)	Current	Jan-08	(p)	(%)
1 inc Z1	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*
2 inc Z1	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*
3 inc Z1	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*
4 inc Z1	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*
5 inc Z1	n/a*	1120	n/a	n/a	n/a*	560	n/a	n/a
6 inc Z1	n/a*	1320	n/a	n/a	n/a*	660	n/a	n/a
1 exc Z1	560	560	-	-	280	280	-	-
2 exc Z1	630	630	-	-	310	310	-	-
3 exc Z1	700	700	-	-	350	350	-	-
4 exc Z1	770	770	-	-	380	380	-	-
5 exc Z1	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*	n/a*

* TfL will not issue Tube-Train tickets for these zone combinations. Passengers will be advised to buy a One Day Travelcard (peak or off-peak, as appropriate) instead.

Oyster 'pay as you go' fares

The following prices will apply for Oyster 'pay as you go' journeys on all Underground and DLR services. The prices shown will also apply on the North London Railway from 11 November 2007.

Ticket/Zones	Oyster 'pay as you go' Standard* - pence		Change (p)	Change (%)	Oyster 'pay as you go' Discount* - pence		Change (p)	Change (%)
	Current	Jan-08			Current	Jan-08		
Adult								
1	150	150	-	-	150	150	-	-
12	200	200	-	-	150	150	-	-
123	250	250	-	-	200	200	-	-
1234	250	250	-	-	200	200	-	-
12345	350	350	-	-	200	200	-	-
123456	350	350	-	-	200	200	-	-
1234567**	450	450	-	-	300	300	-	-
123456789**	550	550	-	-	300	300	-	-
123456W**	<i>London Midland fares</i>							
Euston (NR) - W***	<i>London Midland fares</i>							
2,3,4,5,6	100	100	-	-	100	100	-	-
23,34,45,56	100	100	-	-	100	100	-	-
234345456	180	180	-	-	100	100	-	-
23453456	180	180	-	-	100	100	-	-
23456	180	180	-	-	100	100	-	-
234567**	300	300	-	-	200	200	-	-
23456789**	400	400	-	-	200	200	-	-
23456W***	n/a	400	n/a	n/a	n/a	200	n/a	n/a
34567**	250	250	-	-	100	100	-	-
3456789**	350	350	-	-	100	100	-	-
3456W***	n/a	350	n/a	n/a	n/a	100	n/a	n/a
4567**	200	200	-	-	100	100	-	-
456789**	300	300	-	-	100	100	-	-
456W***	n/a	300	n/a	n/a	n/a	100	n/a	n/a
567**	200	200	-	-	100	100	-	-
56789**	250	250	-	-	100	100	-	-
56W***	n/a	250	n/a	n/a	n/a	100	n/a	n/a
67**	150	150	-	-	100	100	-	-
6789**	200	200	-	-	100	100	-	-
678W***	n/a	200	n/a	n/a	n/a	100	n/a	n/a
7**	100	100	-	-	100	100	-	-
789**	150	150	-	-	100	100	-	-
78W***	n/a	150	n/a	n/a	n/a	100	n/a	n/a
78**	100	100	-	-	100	100	-	-
789**	150	150	-	-	100	100	-	-
78W***	n/a	150	n/a	n/a	n/a	100	n/a	n/a
89**	100	100	-	-	100	100	-	-
8W***	n/a	100	n/a	n/a	n/a	100	n/a	n/a

* The standard fare is charged for journeys starting between 07:00 and 19:00 on normal weekdays. The Discount fare applies to weekday journeys outside these times and at any time at weekends and on bank holidays. Discount fares will also apply at other times for certain journeys to or from Euston (NR).

** Zones A/B, C and D to be re-named Zones 7, 8 and 9 respectively

*** New Zone W to be introduced including Watford Junction only.

Oyster 'pay as you go' fares (continued)

Ticket/Zones	Oyster 'pay as you go' Standard* - pence		Change (p)	Change (%)	Oyster 'pay as you go' Discount* - pence		Change (p)	Change (%)
	Current	Jan-08			Current	Jan-08		
Child								
1	50	50	-	-	50	50	-	-
12	50	50	-	-	50	50	-	-
123	50	50	-	-	50	50	-	-
1234	50	50	-	-	50	50	-	-
12345	50	50	-	-	50	50	-	-
123456	50	50	-	-	50	50	-	-
1234567**	100	100	-	-	100	100	-	-
123456789**	150	150	-	-	150	150	-	-
123456W**	<i>London Midland fares</i>							
Euston (NR) - W***	<i>London Midland fares</i>							
2,3,4,5,6	50	50	-	-	50	50	-	-
23,34,45,56	50	50	-	-	50	50	-	-
234345456	50	50	-	-	50	50	-	-
23453456	50	50	-	-	50	50	-	-
23456	50	50	-	-	50	50	-	-
234567**	50	50	-	-	50	50	-	-
23456789**	100	100	-	-	100	100	-	-
23456W***	n/a	100	n/a	n/a	n/a	100	n/a	n/a
34567**	50	50	-	-	50	50	-	-
3456789**	100	100	-	-	100	100	-	-
3456W***	n/a	100	n/a	n/a	n/a	100	n/a	n/a
4567**	50	50	-	-	50	50	-	-
456789**	100	100	-	-	100	100	-	-
456W***	n/a	100	n/a	n/a	n/a	100	n/a	n/a
567**	50	50	-	-	50	50	-	-
56789**	100	100	-	-	100	100	-	-
56W***	n/a	100	n/a	n/a	n/a	100	n/a	n/a
67**	50	50	-	-	50	50	-	-
6789**	100	100	-	-	100	100	-	-
678W***	n/a	100	n/a	n/a	n/a	100	n/a	n/a
7**	50	50	-	-	50	50	-	-
789**	50	50	-	-	50	50	-	-
78W***	n/a	50	n/a	n/a	n/a	50	n/a	n/a
78**	50	50	-	-	50	50	-	-
789**	50	50	-	-	50	50	-	-
78W***	n/a	50	n/a	n/a	n/a	50	n/a	n/a
89**	50	50	-	-	50	50	-	-
8W***	n/a	50	n/a	n/a	n/a	50	n/a	n/a

* The standard fare is charged for journeys starting between 07:00 and 19:00 on normal weekdays. The Discount fare applies to weekday journeys outside these times and at any time at weekends and on bank holidays. Discount fares will also apply at other times for certain journeys to or from Euston (NR).

** Zones A/B, C and D to be re-named Zones 7, 8 and 9 respectively

*** New Zone W to be introduced including Watford Junction only.

Oyster 'pay as you go' fares (continued)

Ticket/Zones	Oyster 'pay as you go' Standard* - pence		Change (p)	Change (%)	Oyster 'pay as you go' Discount* - pence		Change (p)	Change (%)
	Current	Jan-08			Current	Jan-08		
16-17 and New Deal								
1	70	70	-	-	70	70	-	-
12	100	100	-	-	70	70	-	-
123	120	120	-	-	100	100	-	-
1234	120	120	-	-	100	100	-	-
12345	170	170	-	-	100	100	-	-
123456	170	170	-	-	100	100	-	-
1234567**	220	220	-	-	150	150	-	-
123456789**	270	270	-	-	150	150	-	-
123456W**	<i>London Midland fares</i>							
Euston (NR) - W***	<i>London Midland fares</i>							
2,3,4,5,6	50	50	-	-	50	50	-	-
23,34,45,56	50	50	-	-	50	50	-	-
234345456	90	90	-	-	50	50	-	-
23453456	90	90	-	-	50	50	-	-
23456	90	90	-	-	50	50	-	-
234567**	150	150	-	-	100	100	-	-
23456789**	200	200	-	-	100	100	-	-
23456W***	n/a	200	n/a	n/a	n/a	100	n/a	n/a
34567**	120	120	-	-	50	50	-	-
3456789**	170	170	-	-	50	50	-	-
3456W***	n/a	170	n/a	n/a	n/a	50	n/a	n/a
4567**	100	100	-	-	50	50	-	-
456789**	150	150	-	-	50	50	-	-
456W***	n/a	150	n/a	n/a	n/a	50	n/a	n/a
567**	100	100	-	-	50	50	-	-
56789**	120	120	-	-	50	50	-	-
56W***	n/a	120	n/a	n/a	n/a	50	n/a	n/a
67**	70	70	-	-	50	50	-	-
6789**	100	100	-	-	50	50	-	-
678W***	n/a	100	n/a	n/a	n/a	50	n/a	n/a
7**	50	50	-	-	50	50	-	-
789**	70	70	-	-	50	50	-	-
78W***	n/a	70	n/a	n/a	n/a	50	n/a	n/a
78**	50	50	-	-	50	50	-	-
789**	70	70	-	-	50	50	-	-
78W***	n/a	70	n/a	n/a	n/a	50	n/a	n/a
89**	50	50	-	-	50	50	-	-
8W***	n/a	50	n/a	n/a	n/a	50	n/a	n/a

* The standard fare is charged for journeys starting between 07:00 and 19:00 on normal weekdays. The Discount fare applies to weekday journeys outside these times and at any time at weekends and on bank holidays. Discount fares will also apply at other times for certain journeys to or from Euston (NR).

** Zones A/B, C and D to be re-named Zones 7, 8 and 9 respectively

*** New Zone W to be introduced including Watford Junction only.

Oyster 'pay as you go' caps

The following daily caps apply where any Oyster 'pay as you go' travel is made on Underground or DLR services or (from 11 November 2007) North London Railway services, with or without bus and tram travel in addition.

Ticket/Zones	Oyster 'pay as you go' Peak* - pence		Change (p)	Change (%)	Oyster 'pay as you go' Off-Peak* - pence		Change (p)	Change (%)
	Current	Jan-08			Current	Jan-08		
Adult								
12	610	630	20	3.3	460	480	20	4.3
123	730	750	20	2.7	520	540	20	3.8
1234	850	890	40	4.7	520	540	20	3.8
12345	1070	1130	60	5.6	620	650	30	4.8
123456	1270	1330	60	4.7	620	650	30	4.8
123456789**	1400	1450	50	3.6	730	770	40	5.5
123456W**	<i>London Midland fares</i>							
23456	750	790	40	5.3	410	430	20	4.9
23456789**	890	930	40	4.5	440	460	20	4.5
Child								
12	100	100	0	0.0				
123	100	100	0	0.0				
1234	100	100	0	0.0				
12345	100	100	0	0.0				
123456	100	100	0	0.0				
123456789**	300	300	0	0.0	100	100	0	0.0
123456W**	<i>London Midland fares</i>							
23456	100	100	0	0.0				
23456789**	200	200	0	0.0				
16-17								
12	300	310	10	3.3	230	240	10	4.3
123	360	370	10	2.8	260	270	10	3.8
1234	420	440	20	4.8	260	270	10	3.8
12345	530	560	30	5.7	310	320	10	3.2
123456	630	660	30	4.8	310	320	10	3.2
123456789**	700	720	20	2.9	360	380	20	5.6
123456W**	<i>London Midland fares</i>							
23456	370	390	20	5.4	200	210	10	5.0
23456789**	440	460	20	4.5	220	230	10	4.5
New Deal								
12	300	310	10	3.3	200	200	0	0.0
123	360	370	10	2.8	200	200	0	0.0
1234	420	440	20	4.8	200	200	0	0.0
12345	530	560	30	5.7	200	200	0	0.0
123456	630	660	30	4.8	200	200	0	0.0
123456789**	700	720	20	2.9	260	260	0	0.0
123456W**	<i>London Midland fares</i>							
23456	370	390	20	5.4	200	200	0	0.0
23456789**	440	460	20	4.5	220	230	10	4.5

* The Off-Peak cap applies for journeys made on the same day entirely within the following hours:

- Mondays to Fridays: from 0930 and starting before 0430 the following day
- Saturdays, Sundays and public holidays: from 0430 and starting before 0430 the following day.

On normal weekdays the Peak cap will apply if any journey is started between 0430 and 0930 if this gives the lowest cost. The Off-Peak cap plus the separate fares for any journeys starting between 0430 and 0930 will be charged if the total cost is less than the Peak cap.

** Zones A/B, C & D to be re-named Zones 7, 8 and 9 & Zone W introduced for Watford Junction

Bus and Tram tickets

The following tickets are valid on all TfL bus and tram services:

	Adult price - pence		Change	Change
	Current	Jan-08	(p)	(%)
Bus/Tram Single				
Any journey	200	200	-	-
One Day Bus Pass				
1234	350	350	-	-
Bus Saver Ticket (not tram)				
Book of 6 tickets	600	600	-	-

7 Day Bus Pass All zones	Price - pence		Change	Change
	Current	Jan-08	(p)	(%)
Adult	1300	1300	-	-
18+ Student scheme	910	910	-	-
Income Support scheme	650	650	-	-
16-17 / New Deal	600	600	-	-

Monthly bus season prices are 3.84×7 -Day price (rounded up to 10p multiples). Annual season prices are 40×7 -Day price. 18+ Student bus season prices are calculated to ensure at least a 30% discount is given on equivalent adult bus seasons for all periods.

Oyster 'pay as you go' Any bus/tram journey	Price - pence		Change	Change
	Current	Jan-08	(p)	(%)
Adult	90	90	-	-
Income Support scheme	45	45	-	-
16-17 / New Deal	45	45	-	-

The following daily caps apply where Oyster 'pay as you go' travel is made on TfL bus or tram services only:

Bus and tram Oyster 'pay as you go' cap All journeys	Price - pence		Change	Change
	Current	Jan-08	(p)	(%)
Adult*	300	300	-	-
16-17 / New Deal	150	150	-	-

The cap is the maximum cost for all journeys made during a 24 period from 0430 and before 0430 the following day using TfL bus and tram services only.

* Includes Income Support scheme users

North London Railway – Other fares from 2 January 2008

Adult cash return fares will be twice the adult cash single fares shown

Child cash single fares will be half the adult fare, rounded down to the nearest 10p.

Child cash return fares will be twice the child cash single fare.

Cheap Day Return tickets currently issued between these stations will be withdrawn.

Point to point season tickets between these stations will be retained at the current prices.

TRANSPORT FOR LONDON

BOARD

SUBJECT: REPORT FROM THE SAFETY HEALTH AND ENVIRONMENT COMMITTEE MEETING HELD ON 13 NOVEMBER

MEETING DATE: 6 DECEMBER 2007

1 PURPOSE

- 1.1 To report to the Board on the open session of the Safety, Health and Environment Committee (SHEC) held on 13 November 2007.

2 DECISION REQUIRED

- 2.1 The Board is asked to NOTE the report.

3 BACKGROUND

- 3.1 The main matters considered at the SHEC meeting of 13 November 2007 were a presentation on the Major Projects Business Unit HSE Management system, an Occupational Health Update, the Quarterly Business HSE Reports, the Draft Environment Report 2006/07 and an update on Sustainability Matters. These are outlined below.

4 ISSUES DISCUSSED

Presentation of Major Project Business Unit HSE Management system.

- 4.1 The Committee received a presentation on the Safety, Health, Environment and Quality (SHEQ) Management System operated by Major Projects Business Unit (MPBU). Martyn Hopkinson gave information on the SHEQ issues through the lifecycle of projects from the moment they pass into, until the moment they pass beyond, MPBU's responsibility. He explained that once powers are obtained, the projects were taken over by the Modes, where detailed designs are developed and arrangements for procurement, as well as the commissioning and the operation of the project are carried out.

Occupational Health Update

- 4.2 Dr Olivia Carlton gave an overview on the use of Occupational Health Services within TfL. She explained the current rates and reasons for absence at work and the key health issues for the TfL workforce.

- 4.3 Dr Olivia Carlton explained the work being done to help employees improve their health-related lifestyle behaviours. The Committee congratulated Dr Carlton and her team in Occupational Health for winning two recent awards.

The Quarterly Business HSE Reports

- 4.4 LUL, Surface Transport, London Rail and the Corporate Directorates submitted quarterly summaries of HSE performance which were discussed. The Committee welcomed the new Schools Liaison initiative to reduce low level crime and anti-social behaviour associated with school bus routes.

Draft Environment Report 2006/07

- 4.5 The report provides an overview of the environmental performance of TfL, the environmental issues that are most relevant to TfL's operations and the approach to managing these in line with the Mayor's environmental strategies. The report discussed progress made by TfL during 2006/07 and highlights some key environmental achievements. The Committee welcomed the draft Report and made a number of comments which will be addressed before the report is finalised. The final report will be made available to members of the Board on request.

Update on Sustainability Matters

- 4.6 Richard Stephenson presented this item which is the second of what will be a regular update on significant sustainability related matters. The report provided an update on travel demand management, information about more sustainable modes of travel, Climate change issues and the details of bids under consideration for the Climate Change Fund. The Committee noted the ongoing work to better understand social inclusion issues, and the work around TfL's response to the paper 'Reducing Health Inequalities' and the developments in mainstreaming sustainability across TfL and the new pan GLA sustainability procurement team set up to embed the GLA Sustainability procurement policy across the GLA group.
- 4.7 The next meeting of the Committee will take place on 4 March 2008 at 2.00pm.

5 RECOMMENDATION

- 5.1 The Board is recommended to NOTE the contents of the Report.

TRANSPORT FOR LONDON

BOARD

**SUBJECT: REPORT FROM THE FINANCE COMMITTEE HELD ON
14 NOVEMBER**

MEETING DATE: 6 DECEMBER 2007

1. PURPOSE

1.1 To report to the Board on the Finance Committee held on 14 November 2007.

2. DECISION REQUIRED

2.1 The Board is asked to NOTE the report.

3. BACKGROUND

3.1 The main matters considered at the Committee were the Operational and Financial Report and Investment Programme Report, the restructuring of the London Transport Museum and details of recent project approvals. These are outlined below.

4. ISSUES DISCUSSED

Operational and Financial Report and Investment Programme Report

4.1 The Finance Committee received a report on Operational and Financial performance in the second quarter of 2007/8 and the quarterly report on the progress of TfL's 5-year Investment Programme, which includes the latest monthly Olympic Transport Portfolio Executive Report to the Olympic Delivery Authority. These reports are being considered under a separate agenda item at this Board meeting.

London Transport Museum

4.2 The Committee received an update on the proposed restructuring of the London Transport Museum and recommended the Board approve the formation of a charitable subsidiary company to operate the museum and the formation of a subsidiary of that company to undertake the trading activities of the museum such as operating the shop and events. A paper seeking this approval from the Board is being considered separately at this meeting.

Project Approvals

- 4.3 The Finance Committee receives reports on approvals expected to be given in 2007/8 by the Commissioner (or in his absence, the Managing Director, Finance and Planning) for projects budgeted to cost between £25m and £100m (£10m and £25m for unbudgeted projects). Two projects had been approved since the Committee's last meeting, namely to progress to the next stage of the "Cooling the Tube Programme" and to undertake a refurbishment of the Northbound Blackwall Tunnel to current safety standards.
- 4.4 The next regular meeting of the Finance Committee will take place on 24 January 2008 at 9.00am.

5. RECOMMENDATION

- 5.1 The Board is asked to NOTE the contents of this report.

TRANSPORT FOR LONDON

BOARD

**SUBJECT: REPORT FROM THE AUDIT COMMITTEE HELD ON
21 NOVEMBER**

MEETING DATE: 6 DECEMBER 2007

1 PURPOSE

- 1.1 To report to the Board on the open session of the Audit Committee held on 21 November 2007.

2 DECISION REQUIRED

- 2.1 The Board is asked to NOTE the report.

3 BACKGROUND

- 3.1 The main matters considered at the Committee were risk management training, final internal audit reports issued, an update on management actions, a briefing on critical accounting policies and various updates from the external auditor. These are outlined below.

4 ISSUES DISCUSSED

Risk Management Training

- 4.1 The Committee received an oral update from the Head of Risk Management reporting on progress being made with the training which has been developed and is starting to be rolled out across TfL.

Internal Audit Matters

- 4.2 The Committee received a report on final reports issued in the quarter and noted that satisfactory progress has been made on those reports where not all actions have been completed by the time of the follow-up audit.
- 4.3 The recent staffing changes in Internal Audit and the promotion of two internal auditors to manager positions following recruitment processes were noted.
- 4.4 In the report on management actions, the Committee noted the actions outstanding beyond the due date but that these related to relatively few reports and were as a result of reorganisations affecting the timetable for implementation.

External Audit Matters

- 4.5 The Committee noted KPMG's report on the non audit fees for the six months ended 30 September 2007. It also discussed KPMG's review of data quality. A report on this same topic had been presented to the Committee last year. The overall performance was assessed as "performing well".
- 4.6 A paper on liaison between internal and external audit which had been prepared by KPMG and the Director of Internal Audit was noted by the Committee. Areas where the external audit plan for 2008/09 will rely on work done by internal audit will be identified when the internal audit plan for 2008/09 is presented in March 2008.
- 4.7 The Committee noted a report from KPMG in response to the question raised by the Assembly in respect of the consultancy agreement between TfL and Mr Bob Kiley and the response that had been sent to Baroness Hamwee at the Assembly replying to her letter to the Audit Commission of 15 June 2007.

Critical Accounting Policies

- 4.8 The Committee received an update on critical accounting policies from the Chief Finance Officer. It was noted that key decisions are awaited from the Treasury in respect of the implementation of International Financial Reporting Standards and, in particular, in the way in which PPP and PFI contracts are to be accounted for. The Committee will be kept updated on developments.
- 4.9 The next meeting of the Audit Committee will take place on 23 January 2008 at 10.00am.

5 RECOMMENDATION

- 5.1 The Board is recommended to NOTE the content of this report.