

Transport for London

RAIL TRANSPORT ADVISORY PANEL

Meeting No.32 to be held on Thursday 14 December 2006 at 1430hrs
City Hall, Committee Room 3, Lower Ground Floor,
The Chambers, The Queens Walk,
London SE1 2AA

AGENDA

1. Apologies for Absence
2. Minutes of Meeting No 31 – 3 October 2006
3. Matters Arising and Outstanding Items
4. Finance and Performance
 - 4.1. MD's Report Ian Brown
 - London Overground Project:
(i) Infrastructure and (ii) Operations
 - DLR:
(i) Performance and (ii) Projects
 - 4.2 National Rail Report, including Freight PeterField
5. Rail 2025 – Strategy and Presentation Geoff Hobbs
6. Overgrounding Branding Strategy - **Presentation** Nigel Marson
Innes Ferguson
7. Crime and Disorder Reduction Strategy 2007 - 2008
8. Any Other Business

Date of next meeting: 31 January 2007 at 14:00 Hours

Transport for London

Minutes 14/10/06 – 22/10/06

MINUTES OF THE RAIL TRANSPORT ADVISORY PANEL MEETING No. 31 held on 3 October 2006 in Windsor House at 14.30 hours

Present: Peter Hendy (Chair)
Kirsten Hearn
Paul Moore
Ian Brown

Adviser: Brian Heiser

In attendance:

Howard Carter (General Counsel)
Stuart Munro (Finance Director, London Rail)
Jay Walder (Managing Director, Finance and Planning)
Kevin Lynch (Commercial Lawyer)
Richard Browning (Director of Group Business Planning and Performance)
Peter Boxell (Chief of Staff, Group Services)
Laura Dobson (Press Officer)
Michael Colella (Head of Group Business Planning)
Geoff Hobbs (Head of Strategy, London Rail)
Peter Field (Director of London Rail Development)
Jonathan Fox (Director, DLR)
Stephen Critchley (Chief Finance Officer)
Richard Wallace (Head of Rail Industry Liaison)
Hita Sachania (Executive Assistant to MD London Rail)
Howard Smith (Chief Operating Officer, London Rail)

Secretary: James Varley

ACTION

14/10/06 APOLOGIES FOR ABSENCE

Apologies for absence were received from Tony West.

DECLARATION OF INTERESTS

No interests were declared.

15/10/06 MINUTES OF THE LAST MEETING

The minutes of Meeting No. 30 held on 31 May 2006 were approved and signed by the Chair as a correct record.

16/10/06 MATTERS ARISING AND OUTSTANDING ITEMS REPORT

All actions had been completed and all the Outstanding Items were on the agenda for the meeting.

17/10/06 BUSINESS PLAN

Modal Business Plan

Ian Brown introduced a presentation on the modal Business Plan. A number of key issues were identified:

The East London Line project was progressing and it was vital that accessibility was maintained throughout the expansion plans. The enabling works had been delivered on time and on budget and the rolling stock order had been placed.

The Olympic commitment was strong and the DLR was considered to be the centrepiece distributor. The East London Line also played a pivotal role and it was vital that the Dalston Curve was completed on time.

Reducing greenhouse gas emissions had been targeted within the Rail 2025 plans, and London Rail had been asked to join the Rail Safety and Standards Board Emissions Steering Group

Planning for growth was taking place, underpinned by Rail 2025 and the Route Utilisation Studies.

Business Plan

Jay Walder introduced the presentation and informed the Panel Members that the challenge had been to close the gap to balance the budget. A number of revisions had been made following forecast changes in property values, marketing spend and reserve provisions.

An area of concern was recurring income versus expenditure. A 1% reduction in income would result in expenditure being the greater of the two. It would be vital that the rating agencies understood that monies would be forthcoming to cover any "overhang".

TfL had accumulated significant reserves and a substantial proportion of these were to be used in the Plan.

In response to a question from the Panel, Jay Walder explained that there was some vulnerability to interest rate changes however the main vulnerability lay in inflation exposure.

The Panel **NOTED** the presentations.

18/10/06 FINANCE AND PERFORMANCE

LONDON RAIL BMR REPORT

Ian Brown introduced the Managing Director's Summary for Quarter 1 (Period 1-3 2006/07).

The Panel **NOTED** the report.

19/10/06 NATIONAL RAIL REPORT (INCLUDING FREIGHT)

Peter Field introduced the report and highlighted the following points:

London Rail Concession – An announcement from the Government was expected soon. Authorisation had been given for 10 stations on the North London Line to be gated. In reply to a question from Paul Moore, Peter Field explained that with 10 stations out of 45 being gated, it was understood that 91% of passengers would travel through at least 1 gate on their journey.

Mayor's Powers - From January 1 2007, there would be an agreement between the Mayor and the DfT regarding fare regulation. It was understood that any restriction on fares within London would be compensated by higher fares outside the area,

The Panel **NOTED** the report.

20/10/06 Amendments to LU and DLR Bye Laws

Howard Carter introduced the item.

The Panel **NOTED**

the proposed changes to the LU and DLR Bye Laws and;

that following consideration of consultation responses the Bye Laws will be submitted to the October 2006 Board meeting for approval.

21/10/06 DLR 3 Car and Stratford International Extension Project Update

Jonathan Fox introduced the report and informed the Panel that the project was deep into the procurement phase. The North London Line was scheduled to be severed on 10 December. It was expected that a paper would be submitted to the Board in December.

The Panel **NOTED** the paper and endorsed the strategy for the various DLR projects going forward.

22/11/06 Gospel Oak / Barking Submission to the DfT

Geoff Hobbs introduced the presentation. He informed the Panel that the route was constrained and cost efficiencies were required to allow for freight traffic. An increase in the gauge of the track from W8 to W10 was required and a bid to the DfT for £18.5 million had been submitted.

The bid had addressed all 5 TIF criteria and had demonstrated that the scheme performs well against criteria, used standard Rail methodology to

calculate value benefits and supported labour market flexibility in deprived areas. In addition, support for the scheme had been received by a number of MPs.

The Panel **NOTED** the presentation.

22/11/06 ANY OTHER BUSINESS

There being no other business raised, the meeting closed.

Signed: _____(Chair)

TRANSPORT FOR LONDON

RAIL TRANSPORT ADVISORY PANEL
OUTSTANDING ITEMS REPORT AND ACTION LIST
AS AT OCTOBER 2006 (from Meeting No. 31 and earlier)

Outstanding Items:

Target Meeting Date	Description	Action By:	Minute No.
AGENDA 31.01.07	London Rail BMR Report: <i>Includes:</i> <ul style="list-style-type: none">• <i>Project Updates for East London Line and Crossrail; and</i>• <i>DLR Performance and Projects</i>	Ian Brown <i>Howard Smith</i> <i>Jonathan Fox</i>	Standing Item
AGENDA 31.01.07	National Rail Report, including Freight Report	Richard Wallace	Standing Item

ACTION LIST - items arising from last meeting

Target Date	Description	Action By:	Minute No.	Status:
None	-	-	-	-

TRANSPORT FOR LONDON

RAIL TRANSPORT ADVISORY PANEL

SUBJECT: MANAGING DIRECTORS'S REPORT: BUSINESS MANAGEMENT REVIEW – QUARTER 2 (Period 4-6) 2006-7

MEETING DATE:

1 MANAGING DIRECTORS OVERVIEW

- DLR was awarded the Community Rail Award 'Best Local Transport Integration Project' for London City Airport station.
- DLR key performance indicators have consistently exceeded targets during the quarter and the latest quarterly customer satisfaction survey returned three categories with record assessments.
- The main works tender evaluation was completed in the quarter, the contract was awarded to the Balfour Beatty – Carillion Joint Venture (BBCJV) on 20 October 2006.
- Bombardier were confirmed as the preferred bidder for the rolling stock supply and maintenance contracts for ELR and NLR and the contract was signed on 31 August 2006.
- Four tenders for the London Rail Concession were received on 9 October 2006 and are currently being evaluated.
- During period 6 orders were placed with Prestige for gates and Oyster validators for the North London Railway.

2 OPERATIONAL PERFORMANCE (DLR)

2.1 Ridership

Total network passenger journeys for the quarter amounted to 13.9m, which was an increase of 2.7m over the same period last year. Year to date ridership was 27.6m, some 15% higher than last year.

Passenger journeys for the main franchise amounted to 9.1m for the quarter, an increase of 14% on the 05/06 actuals and the 4.0m passenger journeys on the Lewisham Extension, represented an increase of 21% on like for like numbers. London City Airport Extension was opened in quarter three last year and passenger numbers for quarter two this year were 0.9m.

2.2 DLR Reliability and Service Quality

Standard	Quarter Performance	Target
Departures	99.2%	98.0%
Service Reliability	98.4%	96.0%
TVM Reliability	99.5%	98.0%
Lift Reliability	99.5%	97.0%
Escalator Reliability	97.6%	98.0%
PID Availability	100.0%	98.0%
<i>Customer Satisfaction measures</i>		
Overall Service Performance	97.2%	90.0%
Train and Station Cleanliness	96.5%	90.0%
Service Information	95.5%	90.0%
Safety and Security	95.0%	90.0%
Staff Performance	95.4%	90.0%

Whilst the majority of the reliability KPIs were ahead of target in the quarter, escalator reliability underperformed due to one escalator at Tower Gateway being unavailable for the majority of period 6.

Customer satisfaction performance for the second quarter was pleasing with 3 scores being the highest ever achieved since the franchise was let in 1997 (highlighted in bold). This continued the progress in quarter one results where highest ever scores were also achieved.

3 PROJECT PERFORMANCE HIGHLIGHTS

3.1 DLR

The invitation to tender (ITT) for the Three Car main works (Bank to Lewisham) was issued on 25 July 2006. Tender returns are expected on the 11 December 2006.

The statutory consultation period for Three Car North Route ended on 13 September 2006 with only 51 objections received by the Secretary of State for Transport, some of which have already been withdrawn. Meetings have been held with the effected boroughs to discuss issues relating to their prospective objections.

The tunnel boring machine (TBM) for the Woolwich Arsenal extension was launched on 3 April and is driving the 'Up' tunnel towards Woolwich. At the end of the quarter, 661.5m had been constructed with completion expected by the end of December. Construction of the station continued to progress well, along with the intervention shaft, both of which were on programme.

A total of 82 refurbished vehicles from the fleet of 94 were back in service at quarter end, with 7 refurbished vehicles re-entering service during the quarter.

3.2 ELLP

The main works tender evaluation was completed in the quarter, the contract was awarded to the Balfour Beatty – Carillion Joint Venture (BBCJV) on 20 October 2006 and the joint venture has commenced mobilisation.

On the second stage enabling works work continued on the replacement and refurbishment of structures, viaduct waterproofing and drainage. The contractor is progressing well towards a target completion in December 2006.

4 FINANCIAL PERFORMANCE HIGHLIGHTS

Second quarter financial information and variances are detailed below.

Expenditure £m	Quarter 2			Year to date			Full Year		
	Actual	Budget	Var	Actual	Budget	Var	Forecast	Budget	Var
Income	(11.7)	(12.5)	0.8	(23.9)	(25.5)	1.6	(54.0)	(57.2)	3.2
Operating Expenditure	24.8	25.1	(0.3)	46.7	49.0	(2.3)	116.9	111.6	5.3
Overheads	3.8	3.0	0.8	7.2	6.3	0.9	15.8	13.4	2.4
Net Revenue Expenditure	16.9	15.6	1.3	30.0	29.8	0.2	78.7	67.8	10.9
Net Capital Spend	56.1	66.2	(10.1)	75.4	96.9	(21.5)	168.6	178.8	(10.2)
London Rail Mode	73.0	81.8	(8.8)	105.4	126.7	(21.3)	247.3	246.6	0.7
Crossrail	11.9	20.0	(8.1)	19.9	35.6	(15.7)	82.1	82.1	0.0
Total	84.9	101.8	(16.9)	125.3	162.3	(37.0)	329.4	328.7	0.7

Quarter two net expenditure of £73.0m was £8.8m under budget with a £10.1m under spend related to capital projects only partly offset by a £1.3m net revenue overspend. Year to date net expenditure of £105.4m was £21.3m under budget and was largely due to a shortfall in capital expenditure.

Key year to date capital expenditure shortfalls were as follows:

East London Line – £12.5m under spend due largely to:

- The insurance premium of £6.3m which was budgeted as a lump sum in period 6, but will now be recognised in later periods
- Rephasing of expenditure for enabling works 2 (£4.3m), main works award deferral (£1.1m) and EDF (£1m).

DLR - £9.1m under spend due mainly to changes in project phasing, which were partly offset by £1.8m of brought forward spend for DLR Olympic railcars.

Full Year Forecast

Expenditure £m	Revenue			Capital			Total		
	Forecast	Budget	Var	Forecast	Budget	Var	Forecast	Budget	Var
Quarter 2	78.7	67.8	10.9	168.6	178.8	(10.2)	247.3	246.6	0.7
Quarter 1	70.7	67.8	2.8	175.0	178.8	(3.8)	245.6	246.6	(1.0)
Movement	8.1	0.0	8.1	(6.4)	0.0	(6.4)	1.7	0.0	1.7

The quarter two full year net expenditure forecast of £247.3m is £0.7m higher than budget, with an increase in revenue expenditure of £10.9m, being offset by a reduction in capital expenditure of £10.2m. This represents an increase in overall expenditure of £1.7m compared to the quarter one forecast, which is made up of an increase in revenue expenditure of £6.7m and a reduction in capital expenditure of £5.0m.

£10.4m of the change between the first and second quarter forecast is due to a number of additional DLR projects which have now been initiated, this is offset by rephasing of project spend into later financial years for the Mode. The additional DLR project costs have been contained within the 5 year plan funding allocation.

8 PEOPLE

Number of FTEs	Year To Date			Full Year		
	Actual	Budget	Var	Forecast	Budget	Var
DLR	39.6	42.6	(3.0)	44.6	44.6	0.0
ELLP	52.7	64.0	(11.3)	75.0	70.0	5.0
London Rail	52.8	56.9	(4.1)	58.9	58.9	0.0
Total London Rail Staff	145.1	163.5	(18.4)	178.5	173.5	5.0
Crossrail secondees	28.8	31.0	(2.2)	31.0	31.0	0.0
Total	173.9	194.5	(20.6)	209.5	204.5	5.0

Overall headcount of 145 (excluding Crossrail) remained below budget for period 6 but represented an overall increase of 29 full time equivalents from the corresponding period last year.

Equality and Inclusion - % of BAME staff

The percentage of BAME staff was 15.75% for period 6 which was above the 12% target. London Rail is working with Group Equality and Inclusion to encourage applicants from diverse backgrounds into engineering and other specialist job roles.



To RTAP
From Howard Smith

Date 27th November 2006
Subject Safety Report Period 4-6 2006/07

All objectives of the Safety Improvement Plans progressed well with the majority on target.

The DLRL Infrastructure Manager Safety Authorisation submission is currently being developed, which is a requirement of the Railways and Other Guided Transport Systems (Safety) Regulations (ROGS). A draft submission has been sent to the DLRL Executive members for comment and sign off. The signed off version will then be sent to the Office of the Rail Regulator (ORR) by 1st December 2007. In parallel, the DLR Board has written to the ORR questioning their stance on separate DLRL and Serco authorisations/certificates submissions. DLRL representatives met with Linda Williams Chief Inspector of Railways, who sympathised with our concerns/argument, but reiterated the ORR stance.

There were four RIDDOR reportable incidents recorded this period:

Two involved passengers falling and subsequently being removed to hospital by ambulance. Another involved an end door opening when the train was in service. The emergency brake applied and no one was injured. The final one this period involved a steelfixer who slipped and tore his Achilles tendon whilst unloading a lorry, resulting in more than 72 hours off work.

Of the significant incidents (non RIDDOR) this quarter, there were seven instances of note;

- Two instances of emergency shunt procedures not being followed, that allowed “out of service trains” to move a short distance with a door open.
- A theft of copper cable that resulted in a number of rail continuity bonds being found to be missing, security in the area of Canning Town has been stepped up.
- A non-mainline signal passed at danger (SPAD) occurred in Poplar depot.
- A detrainment was undertaken in the Thames tunnel, due to electrical fault on the train that couldn't be immediately fixed. The detrainment went well with no injuries or complaints from members of the public.
- Two separate reports of arson at Cyprus station within a 3 hour period. BTP followed up witness reports.

As part of the East London Line project, issue 2 of the Rolling Stock Approvals Plan has been issued to the Network Rail Acceptance Board for approval. Issue 2 included the North London Railway and acceptance of the rolling stock under the Interoperability Regulations. A letter has been received from DfT regarding the project's approvals under the Interoperability Regulations and it has been agreed that the infrastructure will be accepted under the ROGS Regulations.

The East London Line System Approvals Plan is being updated but is awaiting the decision from HMRI on whether the ELL is considered a mainline railway or not and when the formal approvals under the ROGS Regulations have to be applied for.

TRANSPORT FOR LONDON

RAIL TRANSPORT ADVISORY PANEL

SUBJECT: NATIONAL RAIL REPORT

MEETING DATE: 14 DECEMBER 2006

1. Purpose

This report summarises the major issues occurring over the reporting period concerning London on National Rail. The following areas are dealt with:

- Rail Corridor Plans & RUSs
- Network Rail
- ORR Matters
- DfT Matters
- Performance of the Network (Passenger)
- TfL Sponsored London Improvements
- Freight Report

2. TfL Rail Corridor Plans (RCPs) / Network Rail Route Utilisation Strategies (RUSs)

2.1. Freight RUS

TfL has submitted a response to the NR Freight RUS Draft for Consultation. We are broadly supportive of the analysis and recommendations contained in the Draft. The key issues raised in the response were:

- TfL's commitment to freight through investment in the North London Railway Infrastructure Project to ensure the availability of four paths per hour on the North London Line for freight;
- The need for the development of both the Gospel Oak to Willesden route and the Felixstowe to Nuneaton route to accommodate freight growth on the network; eventually TfL believe Haven Ports freight growth will be such as to require development of capability for three trains per hour on the cross country route;
- The need to encourage improved productivity of freight capacity, including the development of more night time paths (which is facilitated by the development of alternative W10 gauge routes for deep sea containers) and longer trains;
- The need to improve the sustainability of rail freight. This should include consideration of an electrification programme which should start with the Gospel Oak – Barking route and Peterborough to Ely routes;
- The Freight RUS should also consider the development of international freight including the use of the Channel Tunnel Rail Link.

2.2. TfL Great Northern/Thameslink RCP

The Great Northern RCP has now been completed and detailed work is taking place with Network Rail as an input into their ECML RUS. Publication of this latter document for consultation has been delayed, and is expected in late spring 2007.

An announcement has been made granting planning rights for the infrastructure associated with the Thameslink Programme. A decision on funding has not been made at this stage. TfL's RCP is consistent with the Thameslink Programme and proposes an incremental approach to the scheme, something which other industry parties also favour.

2.3. South London RCP/RUS

The South London RCP is approaching conclusion. It uses as its basis the East London Line proof of concept timetable, and will be making recommendations on providing extra capacity, through longer and possibly more trains, in the south London suburban area. In addition, a programme of station facility assessment is being carried out. Network Rail's RUS is due to be published for consultation in summer 2007, and TfL will be working particularly closely with them on this study.

2.4. Eastern RCP

The Eastern RCP is complete, and its outputs will be used to inform TfL in its discussions with Network Rail over the Greater Anglia RUS. It recommends train lengthening to the maximum length that can presently be accommodated on the West Anglia route (where trains are not already operating in 8-car formation), train lengthening on the c2c route to Shoeburyness, and some additional trains on both the local and fast lines on the Great Eastern route. Crossrail is not assumed to have been delivered for this study, although the conclusions in terms of additional capacity are consistent.

3. Network Rail

3.1. Declaration of congested infrastructure

As part of Network Rail's obligations under the Railways Infrastructure (Access and Management) Regulations 2005 they have declared that the Gospel Oak to Barking line is classified as congested infrastructure. This was as a direct result of TfL's request for additional paths on the route which Network Rail was unable to provide. Network Rail now has six months to prepare an analysis of the constraints on the route and suggested methods of addressing the situation.

4. ORR Matters

4.1. Consultation Letter – Strategic Business Plan

The ORR is now consulting parties on the development of Network Rail's Strategic Business Plan for 2009- 2014. Amongst a number of issues the ORR has invited views on whether:

- i) there is scope to deliver more from the network;
- ii) the enhancement projects proposed by Network Rail in their initial plan are supported;
- iii) asset management policies deliver optimal whole-industry incomes; and
- iv) efficiency assumptions are appropriate and achievable.

Network Rail's proposals in their initial plan align closely with those set out in TfL's Rail 2025 plans. TfL intends to respond, highlighting these synergies and the need to co-ordinate both plans in order to deliver a robust and consistent strategy for rail travel to and from London which supports the modelled growth over the next 20 years.

4.2. Consultation Letter – Treatment of Risk

The ORR is also consulting parties on how Network Rail's risk allocation should be treated during the next control period (2009 – 2014) and the high-level principles that should be adopted for treating risks and their allocation between Network Rail, its customers and funders. The key questions asked by ORR are:

- i) Should NwR be protected from general inflation risk (as now)?
- ii) How should input price inflation be managed (e.g. through a general 15% input price inflation threshold to reopen a review of charges)?
- iii) How should non-controllable costs be dealt with?
- iv) Should there be a separate reopener for significant events?
- v) Should this reopener distinguish between England and Scotland?

Whilst London is not solely affected by any changes in this area any policy decision could have the affect of increasing or reducing some minor risks upon TfL. A summary of the consultation paper has been issued to Finance and Planning for detailed comment.

4.3. Network Rail Amortisation

The ORR has notified Network Rail on the approach it intends to take for the amortisation of their Regulatory Asset Base (RAB) over the next control period (2009 – 2014). The broad conclusion is that the amortisation should be based on:

- i) depreciation of capital expenditure on a straight-line basis over 30 years and
- ii) additions to the RAB concerning non-capital expenditure amortised on a basis which is equivalent to steady state expenditure.

There are no issues which affect London specifically regarding these conclusions

4.4. Consultation - sustainability

The ORR is consulting on how it can achieve the most effective contribution to sustainable development under the pillar of environmental impacts. Its consultation document focuses on changes that would impact on environmental decision-making within the rail industry.

In its 2006-09 Corporate Strategy and Business Plan, the ORR committed to review the way in which it discharges the duties placed upon it under the Railways Act 2005. It has a number of duties that it has to take into account when performing its functions, including:

- contributing to the achievement of sustainable development; and
- having regard to the effect on the environment of activities connected with the provision of railway services

The consultation document examines how the ORR currently discharges these two duties, questions whether it could do this in a way that addresses this more effectively and seeks industry views on its proposals to achieve this. The ORR also intends to produce a specific policy which sets out the way in which it proposes to fulfil its statutory responsibilities relating to sustainable development.

In February this year, the Railway Safety and Standards Board (RSSB) also identified a number of areas where Network Rail, train operators, and Government bodies are working to improve the environmental performance of the railway. The ORR's current proposals are intended to complement the activities being undertaken by the RSSB and the Rail Sustainable Development Group, particularly the development of industry-wide KPIs.

TfL supports this review of its objectives in developing a sustainable development agenda as it complements the role of the Mayor's Environmental Strategy in encouraging both sustainable development and improving the environmental performance of public transport in London.

5. DfT Matters

5.1. DfT Consultations

Mayor's Powers – National Rail

The DfT has confirmed that it wishes adopt the wider boundary proposals in respect of service powers (e.g. Sevenoaks, Hertford North). However discussions continue between DfT and TfL on the form of Guidance that will be issued by the Department to TfL. Once this is approved the DfT will publicly announce their conclusions.

5.2. Franchise Replacement/Extension – Progress

West Midlands Franchise

The DfT has announced the short-listed bidders for the West Midlands franchise, the most important franchise to London of the three currently out to tender (the others are Cross Country and East Midlands). The short-listed bidders were Serco, Arriva and MTR. However MTR have now pulled out. TfL has had discussions with one of the prospective bidders already and has stressed the need for close integration with TfL's Concession on the Watford – Harrow – Euston line in particular with regard to Smartcard (Oyster) ticketing systems.

South West Franchise

Stagecoach has been awarded the South West franchise for up to a further 10 years. TfL was pleased to see in the award a commitment to introduce Oyster ticketing in the GLA, with ITSO compatibility for outside the GLA. It was also pleased to see a recognition that longer trains on the Windsor lines are a priority (this was a conclusion of the South West RCP) and that SWT will be delivering a range of station improvements. A programme of work on the reconstruction of Waterloo is underway, and representatives from the principal TfL modes sit on this panel.

6. Performance of the Network (Passenger)

These statistics are taken from the National Rail Trends report produced by the Office of Rail Regulation and relate to Quarter 1 2006-2007.

The current London and South East Quarter 1 figures (percentage of trains arriving within 5 minutes of time) are shown below:

Year	Quarter	London and South East (all day)	London and South East (peak services)
2005-2006	1	89.1%	87.1%
	2	88.5%	86.5%
	3	83.2%	77.9%
	4	90.8%	87.7%
2006-2007	1	91.4%	90.2%
Year on year change for quarter 1 (see note)		2.3%	3.4%

Note: Year on year changes do not always correlate due to rounding.

Passenger Journeys

Passenger journeys increased during Quarter 1. The London and South East figure was 182 million for the quarter, compared with 177 million for Quarter 4 2005-2006.

Passenger Kilometres

Passenger kilometres on London and South East were 5.3 billion in Quarter 1, compared with the previous quarter's figure of 5.1 billion. The current figure is again identical to the same quarter last year.

The overall trend remains upward.

Train Kilometres

Train kilometres for London and South East decreased further to 45.1m kilometres, compared with 47.9m kilometres in Quarter 4 2005-2006.

7. TfL Sponsored London Network Improvements

Ticketing Systems – North London Railway

Oyster-enabled ticket validators and gateline equipment for the North London Railway have now been ordered from CUBIC - the equipment is expected to be delivered in April 2007. It is planned to install the equipment by September

2007. New ticket office machines for the Concession (FasTis) in order to issue Oyster tickets will be delivered between quarters 1 and 2 in the 2007/8 financial year.

An OJEU notice has also now been issued to procure Passenger Operated Ticket Vending Machines for the North/East London lines and the DLR. The order is intended to be for approximately 250 machines of which 49 will be for the North London Concession. Six suppliers have been selected to receive Invitations to Tender with full responses to be returned by 3rd January 2007. An award will be made in mid-February 2007 with installation planned in September 2007.

Passenger Shelter – Walthamstow Queens Road

A sum of £150k has been authorised to construct and install a purpose-built passenger shelter at Walthamstow Queens Road station. The shelter will incorporate a real-time Customer Information System, a temperature controlled environment, DDA access, a passenger Help Point and integrated CCTV. Station lighting enhancements were upgraded earlier in 2006 for a similar structure on the other platform. The end result of this investment is that this unstaffed station, on the Barking to Gospel Oak route, will have been fully refurbished in accordance with London Rail station standards providing a template for future investment at other unstaffed, low-use stations. The work will be completed in March 2007.

Access for All

The DfT has announced the successful bids for the most recent invitation for submissions to the Access for All 'Small Schemes' fund. TfL's bid for the installation of DDA compliant ticketing windows at Kew Gardens, Willesden Junction, Hackney Wick and Kensington Olympia was successful and works will now commence on their installation.

8. Freight Report

London Rail Freight Strategy

London Rail is producing a Rail Freight Strategy which will be a companion to the London Freight Plan. The Strategy identifies seven key challenges for rail freight in London over the next ten years. Five types of solution are proposed: capacity and capability schemes inside and outside London, better use of the network, improvements to the planning system, and promotion of other pro-rail policies. A strategic appraisal is undertaken on two packages of solutions – a 'Do More' and a 'Do Most' - against a Do Minimum package. This demonstrates the overall value for money of the proposals.

Informal consultation both internally and with key stakeholders including DfT, Network Rail, freight operators and a number of other rail freight industry representatives has started. A further consultation period primarily aimed at local and regional authorities is planned for the early New Year. The intention is to publish the Strategy with the London Freight Plan in Spring 2007. Two supplementary documents aimed at assisting the planning process will also be published alongside the main Strategy

Transport Innovation Fund

In July TfL made a joint bid with NR for gauging and capacity upgrade of the Gospel Oak – Barking line. A DfT decision is expected before the end of the year. This may be a decision in principle, subject to third party funding.

9. Recommendations

The Rail Transport Advisory Panel is asked to NOTE the content of this report and the continuing investment in National Rail in London.

Submitted by:

Ian Brown

Managing Director, TfL London Rail

For detailed enquiries on the content of this report, please contact:
Richard Wallace - telephone 020 7126 1687.

TRANSPORT FOR LONDON

RAIL ADVISORY PANEL

SUBJECT: TfL's CRIME AND DISORDER STRATEGY 2007-2008

MEETING DATE: 7 December 2006

1. INTRODUCTION

1.1. The purpose of this paper is to:

- Seek comments on TfL's Draft Crime and Disorder Strategy 2007-2008 (attached) and seek approval for the revised strategy to be published for external consultation.

2. BACKGROUND & OBJECTIVES

- 2.1. TfL and the Mayor of London are wholly committed to improving safety and security on our transport services and tackling the issues that matter most to our passengers and staff. This was underpinned by the voluntary adoption of the provisions of Section 17 of the Crime and Disorder Act (the Act) by TfL Board on 24th May 2006. TfL made a commitment to consider the impact of its activities/projects on crime and disorder in London and where appropriate identify actions to reduce levels of crime and disorder as part of this process.
- 2.2. The development of TfL's Crime and Disorder Strategy is an integral part of the implementation of Section 17 across the organisation. The Strategy provides the framework for a systematic, coordinated and sustainable approach to improving safety and security on the network.
- 2.3. The implementation of Section 17 of the Act and the development of TfL's first Crime and Disorder strategy further strengthens this commitment and builds on the work that has already been undertaken to reduce crime and disorder and improve perceptions of safety and security on the TfL network.

3. CONSULTATION AND KEY DATES

- 3.1. The strategy has been circulated for internal comment which has also included consultation with the Metropolitan Police Service Transport Operational Command Unit and the British Transport Police.
- 3.2. The key dates for consultation include:

Internal consultation

- London Underground Chief Operating Officer Group – 16th October
- BTP Strategy and Coordination Group – 20th October
- Legal, Equalities and Inclusion, Group Planning and Performance, Group Communications – 31st October
- London Rail Management Team – 1st November
- TfL / MPS Combined Advisory Committee – 2nd November
- Streets RISC – 8th November
- Surface RISC – 10th November
- Performance Indicator and Target setting meeting – 17th November
- Surface Advisory Panel - 13th December

External consultation

- 22nd December - 2nd March 2007

Internal consultation

- 16th - 22nd March 2007
- Final version presented to TfL Board on 30th March 2007
- Strategy launched in April 2007

4. LEGAL IMPLICATIONS

- 4.1. The implementation of Section 17 provisions and the development of TfL's Crime and Disorder Strategy will help ensure that TfL is fulfilling its requirements under the Act if TfL is designated as a Responsible Authority. Effective compliance monitoring will help to minimise the risk of legal challenge if individuals or groups feel that TfL is in breach of its duty.

5. FINANCIAL IMPLICATIONS

- 5.1. There is not expected to be any direct implications on funding. However, the Transport Policing and Enforcement Directorate (TPED) will work with other TfL Directorates to identify opportunities for consolidating existing budgets to ensure the most effective use of resources for delivering TfL's Crime and Disorder Strategy.

6. CRIME AND DISORDER IMPLICATIONS

- 6.1. TfL's Crime and Disorder Strategy will make a direct contribution to improving community safety across London. The Strategy builds on the work of TfL and its police partners to provide passengers and staff with a safe and secure transport environment and one that feels safe.
- 6.2. The Crime and Disorder Strategy provides the framework for how TfL and its police partners intend to achieve reductions in crime, disorder and anti-social behaviour and improve perceptions of safety and security on the TfL network. It identifies TfL's strategic priority areas and priority crimes and the effective action required to deliver and sustain a reduction in crime and disorder and anti-social behaviour across the network.

- 6.3. Governance arrangements are currently being developed that will oversee the delivery of the strategy and that will ensure that TfL and its police partners are accountable for their identified actions. Trends and performance towards objectives set out in the strategy will be reviewed regularly to improve future responses to crime, disorder and anti-social behaviour on the network.

7. EQUALITIES AND INCLUSION

- 7.1. The Crime and Disorder Strategy aims to provide overall benefits for passengers, staff and local communities by reducing crime, disorder and anti-social behaviour on and around the transport network. The Strategy identifies actions to target offenders, protect victims and reduce opportunities for perpetrators to commit crimes that will deliver positive outcomes for all that use and work on the transport network.
- 7.2. The Strategy also identifies a number of strategic priority areas and priority crimes areas where TfL and its police partners intend to focus their efforts. While these efforts will deliver overall benefits to passengers and staff they will also seek to further protect vulnerable groups and help to ensure a more socially inclusive transport system. Hate crime is a priority crime for TfL and actions to address this are expected to benefit equalities groups. Likewise, efforts to reduce illegal minicab touting aim to reduce the number of sexual assaults on women in illegal minicabs.
- 7.3. Furthermore, TfL will be monitoring perceptions of safety and security by ethnicity to inform and improve our responses to crime and disorder and fear of crime on the network.
- 7.4. Comments on the Strategy from TfL's Equalities and Inclusion Group have been incorporated. The Strategy will also be sent to equalities groups for consultation as part of the external consultation phase.

8. RECOMMENDATIONS

- 8.1. The Surface Advisory Panel is invited to comment on the draft TfL Crime and Disorder strategy

The Crime and Disorder Reduction Strategy is in draft form and will not be published with these papers. It will be made available after it has received Board Approval