

# Transport for London

## Minutes of the Rail and Underground Panel

Boardroom, 14<sup>th</sup> Floor, Windsor House, London  
10.00am, Thursday 11 November 2010

### Members

Christopher Garnett	Chair
Steve Wright	Vice Chair
Charles Belcher	Panel Member
Sir Mike Hodgkinson	Panel Member (for part)
Tony West	Panel Member

### Staff

Steve Allen	Managing Director, Finance
Mike Brown	Managing Director, London Underground and Managing Director, London Rail
Howard Carter	General Counsel
Ellen Howard	Director of Corporate Governance
Geoff Hobbs	Head of Planning, London Rail
Richard Parry	Strategy and Commercial Director, London Underground
Andrew Pollins	Director of Finance and Support Services, London Underground
Howard Smith	Chief Operating Officer, London Rail
Victoria Moss	Secretariat Officer

### **26/11/10      Apologies for Absence and Declarations of Interest**

Apologies for absence had been received from Peter Anderson and Daniel Moylan.

The following interests were declared: Christopher Garnett as a member of the Olympic Delivery Authority and non-executive director of Aggregate Industries Limited; Steve Wright on matters relating to private hire vehicles; Sir Mike Hodgkinson as a non-executive director of Crossrail Limited and Tony West as a member of Bexley Council's Public Transport Advisory Group.

### **27/11/10      Minutes of the Meeting Held on 7 July 2010**

The minutes of the meeting held on 7 July 2010 were approved as a correct record, subject to the addition of Tony West's declaration of interest.

### **28/11/10      Matters Arising and Actions List**

Mike Brown reported that the extended Circle line had an inherently more reliable pattern of service. The Panel would be updated at its meeting in February 2011.

**[ACTION: Mike Brown]**

**The Panel noted the Actions List.**

**29/11/10      Managing Director's Report – London Underground**

Mike Brown introduced the report which described LU's performance over the first six periods of the year, highlighting the best ever customer satisfaction score of 80 for both quarters and the highest ever operational score for period 5. London Underground continued to see ever increasing numbers of passenger journeys but had still achieved a good cross-network service over 80 per cent of the time in the last year. It was currently 39 months since a derailment of a train in service which was the longest period of time on record.

Of the three recent periods of industrial action, it was reported that each subsequent period had seen fewer numbers of union members participating, resulting in 52 per cent of tube travellers able to use the tube during the third period. Discussions with ACAS were ongoing. LU continued to emphasise its commitment to genuine safety issues and voluntary redundancies.

Work was underway on how better to analyse trends in passenger numbers. Members requested that the Panel be provided with background information as to what was driving passenger numbers, which lines were performing best and the differences between inner and outer London. **[ACTION: Mike Brown]**

Members requested that information on successful detraining in tunnels be submitted to a meeting of the Safety, Health and Environmental Assurance Committee. **[ACTION: Mike Brown]**

Members were pleased to note the positive messages being given to the public regarding closures but requested that more detailed information be given about the works being carried out. **[ACTION: Mike Brown]**

Following the Comprehensive Spending Review it would be important to ensure a strategic approach to issues such as escalator refurbishment. This would be reported to the Panel in February 2011. **[ACTION: Mike Brown]**

**The Panel noted the report.**

**30/11/10      Managing Director's Report – London Rail**

Mike Brown introduced the report which described London Rail's performance for periods 3-6, highlighting the high levels of performance on both London Overground and the DLR. Passenger journeys had been slightly below target due to engineering works.

The East London Line Project continued to progress well, with phase 2 due for completion in autumn 2012. The reliability of the DLR three-car vehicles continued to improve.

**The Panel noted the report.**

**31/11/10      High Level Output Specification (HLOS) Update**

Mike Brown and Geoff Hobbs introduced the report which provided Members with an update on the HLOS1 and HLOS2 programme. Members were informed that by the end of 2011 it was anticipated that there would be 16 trains per hour in operation, some of which would be 12-car trains. An announcement on the progress of HLOS1 was expected at the end of November 2010.

The Chair requested that the Panel be provided with an update in February 2011 on the progress of the TfL HLOS2 recommendations document due to be published in April 2011. **[ACTION: Geoff Hobbs]**

**The Panel noted the report.**

**32/11/10      Any Other Business**

There being no further business, the meeting closed at 11.35am. The next scheduled meeting would be held on 8 February 2011 at 10.00am.

Chair: \_\_\_\_\_

Date: \_\_\_\_\_