

# Transport for London

## Minutes of the Rail and Underground Panel

Boardroom, 14<sup>th</sup> Floor, Windsor House, London  
10.00am, Thursday 11 July 2013

### Members

|                    |                              |
|--------------------|------------------------------|
| Steve Wright       | Vice Chairman (in the Chair) |
| Sir Brendan Barber | Panel Member                 |
| Richard Barnes     | Panel Member                 |
| Charles Belcher    | Panel Member                 |
| Brian Cooke        | Panel Member                 |
| Daniel Moylan      | Panel Member                 |

### Staff

|                 |   |
|-----------------|---|
| Howard Carter   | General Counsel   |
| Tanya Coff      | Head of Capital Projects, Rail and Underground                      |
| Caroline Harper | Head of Insight, Rail and Underground                               |
| Gareth Powell   | Director of Strategy and Service Development,<br>London Underground |
| David Waboso    | Capital Programmes Director, Rail and Underground                   |
| James Varley    | Secretariat Officer   |

### 12/07/13 Apologies for Absence and Declarations of Interest

Apologies for absence had been received from Sir John Armitt CBE, Peter Anderson, Isabel Dedring, Steve Allen and Mike Brown. In the absence of the Panel Chairman, Steve Wright chaired the meeting.

There were no interests to be declared that were relevant to items on the agenda.

### 13/07/13 Minutes of the Meeting Held on 1 May 2013

The minutes of the meeting held on 1 May 2013 were approved as a correct record and signed by the Chair.

### 14/07/13 Matters Arising and Actions List

There were no matters arising from the minutes. The paper on the approach used for the Bank Station Upgrade would be presented to the next meeting of the Panel on 18 October 2013.

**The Panel noted the Actions List.**

## **15/07/13 Managing Director's Report – Rail and Underground**

David Waboso introduced the report, which highlighted the performance of Rail and Underground and presented updates on the status of major investment projects and items of special interest in periods 1 and 2 2013/14 (1 April to 25 May 2013).

London Underground (LU) passenger demand was strong and over budget for Periods 1 and 2. Reliability also remained strong and performance remained on track to meet the Mayor's commitment to reducing delays.

The rate of Accidental Major Injuries was above target as a result of an increase in accidental customer injuries. No significant patterns had been identified and work was ongoing to monitor the situation.

The recent slippage in the signalling system had been recovered, in part due to careful management of closures to ensure work was done in a timely manner.

New S Stock trains were operating on the Hammersmith & City line. The introduction of the new signalling system on the Sub-surface railway was challenging due to the highly complex nature of the railway. The existing system was undergoing a programme of immunisation and activities were taking place to stay on target for the Department for Transport milestone. An update would be given at the next meeting of the Panel.

**[Action: David Waboso]**

The replacement of tunnel lining in the Bond Street – Baker Street tunnels had commenced. The process was being monitored and modified in light of experience.

The Panel requested information regarding the process for deciding the location and operational speed of wider gates at LU stations.

**[Action: Gareth Powell]**

The Panel welcomed the Government's decision to allow TfL to take over some West Anglian train services. The transfer was expected to take place towards the end of 2015 which would allow LOROL to gain essential operational experience prior to the expiration of the existing franchise. The new franchise would require a more intense service in line with TfL's requirements and a key challenge would be achieving this. TfL would continue to examine further opportunities for devolution of rail powers on the West Anglia line and any others in the London area.

The Panel enquired into the branding plans for Crossrail and Crossrail 2. Consideration would be given to ensuring the lines would be separately branded to avoid confusion for passengers.

Customer satisfaction on Docklands Light Railway (DLR) was significantly above target, however, it was understood that the new franchise would include higher performance targets. Target setting would be considered at a future meeting of the Panel and the Remuneration Committee would be informed of any discussions.

**The Panel noted the report.**

## **16/07/13 Any Other Business**

There being no further business, the meeting closed at 10.50am. The next scheduled meeting would be held on Friday 18 October 2013 at 10.00am.

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

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