

Transport for London

Minutes of the Rail and Underground Panel

Conference Rooms 1 and 2, Palestra, 197 Blackfriars Road
London, 10.00am, Thursday 10 July 2014

Members

Sir John Armitt CBE	Chair
Steve Wright	Vice Chair
Sir Brendan Barber	Panel Member
Richard Barnes	Panel Member
Charles Belcher	Panel Member
Brian Cooke	Panel Member
Daniel Moylan	Panel Member

Staff

Mike Brown	Managing Director, Rail and Underground
Stuart Burnett	Head of Strategy and Planning, Track Programme, Rail and Underground
Howard Carter	General Counsel
Tanya Coff	Head of Capital Projects, Finance, Rail and Underground
Jonathan Fox	Director of London Rail
George McNulty	Programme Director of Infrastructure, London Underground
Peter McNaught	Operations Director, BCV, London Underground
Gareth Powell	Strategy and Commercial Director, London Underground
Howard Smith	Operations Director, Crossrail
James Varley	Secretariat Officer

09/07/14 Apologies for Absence and Declarations of Interest

Apologies for absence had been received from Peter Anderson, Isabel Dedring and Steve Allen.

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

10/07/14 Minutes of the Meeting Held on 10 April 2014

The minutes of the meeting held on 10 April 2014 were approved as a correct record and signed by the Chair.

11/07/14 Matters Arising and Actions List

A briefing note on Wide Gates had been circulated prior to the meeting and Gareth Powell explained that the speed of the gates, when used for bidirectional operation, was governed by the time it took to reset the gates to change direction.

The Panel noted the Actions List.

12/07/14 Managing Director's Report – Rail and Underground

Mike Brown 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 13 of 2013/14 and 1 and 2 of 2014/15.

Industrial action relating to proposed changes under the Fit for the Future – Stations programme had taken place between 28 and 30 April 2014, but had less impact than the previous action. Dialogue with the trades unions was continuing. London Underground (LU) was committed to the programme and activities were taking place to ensure staff, customers, stakeholders and the media understood the benefits. The closure of all ticket offices would enable staff to provide a better and pro-active service though being more visible to customers at stations, while access to technology would improve the provision of accurate and up to date information. As the programme rolled out, a station would be identified which would be used to demonstrate to stakeholders the capability of the proposals. LU remained committed to having all stations staffed during operating hours.

Service performance was good, with customer satisfaction figures exceeding target for 2013/14 and remaining high for the beginning of 2014/15. Passenger journeys remained above budget and exceeded the previous record from 2012/13. Lost customer hours were below target due to the industrial action, however, LU was on target to meet the Mayor's reliability improvement target.

Capital programmes continued to make good progress. The roll-out of S-Stock trains on the Hammersmith and City line was complete. The preparations for the re-let of the Sub-Surface Railway Automatic Train Control signalling contract continued. Extensive dialogue was taking place with the lead bidder and the Independent Investment Programme Advisory Group to maintain integrity within the programme.

Signalling work for the Northern Line Upgrade had been completed ahead of schedule and within budget. The full capacity benefits of the upgrade would be delivered in December 2014, after the introduction of the new timetable. In the meantime, track improvements would take place to facilitate the higher frequency of the service.

The relining of the Baker Street to Bond Street tunnel was progressing well and, to date, 100 of the 359 tunnels rings had been replaced.

Works at Vauxhall Station to construct a new lift shaft required the movement of foundation supports from the gyratory system above the station. The Panel noted that 40 per cent of the project delivery team at the Vauxhall site were female.

Performance on London Overground remained strong and the service retained its position as the second highest performing railway according to the Public Performance Measures.

Docklands Light Railway had also performed well and was above target in all its measures. Activities were taking place to ensure a smooth transition to the new operator when the existing franchise expired.

Emirates Air Line was above target in terms of passenger journeys. Reliability performance was in line with expectations, although activities were taking place to see if improvements could be made, particularly around weather related reliability.

The New Tube for London procurement process had commenced. Members would be consulted on the design and specification in due course. **[Action: Mike Brown]**

The Panel noted the report.

13/07/14 London Overground Capacity Improvement and Rolling Stock Programmes

Gareth Powell and Jonathan Fox introduced the paper, which updated the Panel on the work done to address the increasing demand on the London Overground network. The most significant aspects included the procurement of new rolling stock, reconfiguration of New Cross Gate depot and the addition of stabling at Silwood Triangle.

The rolling stock procurement was to provide trains for the Gospel Oak to Barking line following completion of electrification works in 2017 and the section of the West Anglia franchise area that would come into TfL's control under Crossrail.

Following extensive modelling and demand prediction, the Gospel Oak to Barking line would operate a 4-car service. The new trains would significantly increase capacity and further improvements could be made though reducing the number of freight paths on the line, a number of which were not used by any operators.

The Panel noted the approach to signalling procurement, which was on a smaller scale to that on the larger London Underground upgrade programmes. Further work would take place to see how engagement with smaller signalling contractors could assist in the delivery of systems to other Rail and Underground programmes and the Panel would be updated at a future meeting. **[Action: Mike Brown]**

The Panel noted the paper.

14/07/14 Crossrail Update

Howard Smith introduced the paper and presentation, which provided an overview of Crossrail operations.

A key aim of Crossrail was to provide a high frequency service in the central area with high levels of reliability and robust timetabling and targeting headways would be used to achieve this.

Station platforms would be significantly longer than those on the Underground network. Therefore, it was recognised that clear exit information would be required to enable customers to complete their onward journeys in the most efficient way possible.

The civils and tunnelling phase of the project was nearing completion. The next stage was systems integration. Work on train control systems was the next challenge as parts of the line to the east and west were controlled by Network Rail systems. Discussions were taking place with Network Rail, particularly concerning the section west of Paddington, as it was upgrading the signalling system.

Oyster would be accepted on the line and work was taking place to address zoning issues outside the existing TfL boundary.

Seven stations were not fully accessible however there was a commitment to make them accessible and mechanisms for securing funding were being explored.

The Crossrail Train Operating Company (CTOC) would commence operations on 31 May 2015 on the section from Shenfield to Liverpool Street, with a phased integration taking place until the line operated a full service in December 2019. The award of the contract for the CTOC was due to be considered by the Finance and Policy Committee in July 2014.

The Panel noted the paper.

15/07/14 Overnight Ballasted Track Renewals

George McNulty and Stuart Burnett introduced the paper and presentation, which provided an overview of the work undertaken by Track Partnership.

Track renewal was a complex process that combined demolition and construction elements. It formed a key driver of the line closure programme.

New methodologies were being developed to speed up the renewal process, which included the usage of suction vehicles to remove ballast. In addition, the Track Partnership was also investigating asphalt track bases, which had shown significant potential.

Developing new methods of track replacement would enhance efficiency, reduce costs and negate the need for line closures with work being done during engineering hours. More efficient and faster working also allowed more work to be completed during the allotted time scales.

Benchmarking of the costs of track replacement had shown that in the less constrained outer areas of the network, the costs were similar to those incurred by Network Rail. Tunnelled sections closer to central London had higher costs, which was to be expected.

The Panel noted the paper.

16/07/14 Any Other Business

There being no further business, the meeting closed at 12.30pm. The next scheduled meeting would be held on Wednesday 29 October 2014 at 10.00am.

Chair: _____

Date: _____