

# **Transport for London**

Minutes of a meeting of the Board  
held on Wednesday 28 May 2003, commencing at 10.05 a.m.  
in The Chamber, City Hall, the Queen's Walk, London

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**Present:** Ken Livingstone (Chair)  
**Board Members:** David Begg  
Stephen Glaister  
Noel Harwerth  
Kirsten Hearn  
Mike Hodgkinson  
Oli Jackson  
Paul Moore  
Murziline Parchment  
David Quarmby  
Tony West  
Dave Wetzel (Vice Chair)

**In attendance:**  
**Special Advisors** Bryan Heiser  
Lynn Sloman

**TfL Officers:** Robert Kiley  
Maggie Bellis  
Maggie Boepple  
Ian Brown  
Stephen Critchley  
Gareth Davies  
Isabel Dedring  
Jacqui Gregory  
Mary Hardy  
Peter Hendy  
Pip Hesketh  
Malcolm Murray-Clarke  
Tim O'Toole  
Jay Walder

**Secretary:** Alan Busson

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## **27/03 APOLOGIES FOR ABSENCE**

Apologies for absence had been received from Bob Crow and Susan Kramer.

## **28/03 MINUTES OF PREVIOUS MEETING HELD ON 20 MARCH 2003**

The minutes of the meeting held on 20 March 2003 were **agreed** as a true record of the meeting and signed by the Chair.

### **29/03 MATTERS ARISING**

There were no matters arising.

### **30/03 DECLARATION OF INTERESTS**

The Chair reminded Board Members of the requirement to declare any interests in the matters under discussion. There were no interests declared.

### **31/03 COMMISSIONER'S REPORT**

The Commissioner's Report was **noted** by the Board. The following issues were discussed:

West London Tram - Noted that Ken Livingstone would be meeting with representatives of the five London Boroughs affected by the West London Tram Project. More work was being carried out to assess traffic impact and addressing local residents concerns.

Docklands Light Railway – British Telecom continued to object to the extension of the DLR to Woolwich. It was noted that Ken Livingstone had offered to meet with the Chairman of BT to try to persuade BT to drop their challenge at the Public Inquiry.

### **32/03 FINANCE AND PERFORMANCE REPORT**

Jay Walder gave a presentation in respect of the TfL Operating, Project and Financial Performance for the financial year 2002/03. The following points were noted:

Overall expenditure for the year was in line with budget. Income was £16 million below budget due to lower bus revenue, as customers switched from cash fares to discounted products, and reduced CCS income, as fewer vehicles entered the zone than had been expected. Based on the management accounts, £23 million would be transferred to TfL's reserves.

Jay Walder explained that the £9 million underspend on the walking/cycling arose as the programme had proved more ambitious than TfL could roll-out. It was noted that greater focus would be placed on meeting the 2003/4 budget programme regarding walking/cycling improvements.

Concern was expressed that the customer satisfaction survey measure of safety and security on buses had failed to reach the required performance target during the period under review, (if only narrowly). Peter Hendy stated that remedial action was being taken to address this issue.

Bryan Heiser asked when it would be compulsory for all London's bus fleet to have working bus ramps before they were allowed into service. Peter Hendy replied stating that there would soon be 100% bus ramp coverage on all London

buses. London Buses would be bringing in arrangements such that there would be a serious penalty for bus operators if buses left their respective garages without the ramps.

Violence on the eastern end of the District Line which had affected London Underground staff and the travelling public was discussed. It was agreed that there were a number of measures that needed to be implemented, including increasing the visible police presence to reduce the amount of violent crime that has been occurring.

The Board **noted** the report.

### **33/03 BEST VALUE PERFORMANCE PLAN**

The Board **noted** the Best Value Performance Plan. The Board:

1. approved the revisions of TfL's Best Value Performance Plan as detailed in the Paper submitted to the board for consideration; and
2. delegated to the Managing Director, Finance and Planning the authority to make the final changes to the Best Value Performance Plan prior to its publication on 30 June 2003.

### **34/03 BORROWING LIMIT**

The Board discussed the paper relating to TfL's short term borrowing limit.

The Board:

1. Approved the increase in The Short Term Borrowing Limit from its present level of £20 million to £40 million.
2. Approved that the Managing Director, Finance and Planning (or in his absence, the Chief Finance Officer) must approve short term borrowing in excess of £20 million.
3. Approved that the Commissioner (or in his absence, the Managing Director, Finance and Planning) must approve short term borrowing in excess of £30 million.

It was further agreed that notwithstanding the above approvals, the Board should still be asked to approve any borrowing if such borrowings were 'gross' borrowings, that is, not covered by other credit balances within TfL accounts.

### **35/03 CONGESTION CHARGING UPDATE**

It was reported that over three months had elapsed since the introduction of congestion charging. Its implementation had been successful, but it was still too early to reach any long term conclusions about the scheme.

It was noted that TfL would shortly be publishing baseline data for monitoring the effects of Congestion Charging, which would assist in assessing the

economic, social and wider impact relating to the introduction of Congestion Charging in London.

The Board **noted** the report

### **36/03 ANY OTHER BUSINESS**

#### Board of Directors of London Transport Insurance (Guernsey) Limited (LTIG)

The Board was asked to approve the appointment of Nigel Blore, TfL's Group Risk Manager, to the board of LTIG. It was noted that the appointment required the prior consent of the Guernsey Financial Services Commission and also under the articles of association of LTIG, the approval of the board of directors of LTIG.

It was **agreed** that Nigel Blore be appointed as a director of the Board of LTIG, noting that such appointment was subject to the consent of the Guernsey Financial Services Commission. It was **noted** that upon receipt of the consent of the Guernsey Financial Services Commission, the appointment of Nigel Blore would be effected by the Board of LTIG at its next meeting.

There being no further business, the meeting closed at 11.05am.

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Chairman