

Transport for London

Minutes of a meeting of the Board
held on Thursday 20 March 2003, commencing at 10.02 a.m.
in Committee Room 5, City Hall, the Queen's Walk, London

Present: Ken Livingstone (Chair)
Board Members: Bob Crow (items 11/03 to 19/03)
Stephen Glaister
Kirsten Hearn
Mike Hodgkinson (11/03 to 26/04 item1)
Oli Jackson (11/03 to 26/04 item 1)
Susan Kramer
Paul Moore (11/03 to 26/04 item 1)
Murziline Parchment
David Quarmby (11/03 to 26/04 item 1)
Tony West
Dave Wetzel (Vice Chair)

In attendance:
Special Advisors Bryan Heiser
Lynn Sloman

TfL Officers: Robert Kiley
Maggie Bellis
Barry Broe
Ian Brown
Stephen Critchley
Gareth Davies
Isabel Dedring
Mary Hardy
Peter Hendy
Pip Hesketh
Tim Jones
Betty Morgan
Tim O'Toole
Derek Turner
Jay Walder
Jeroen Weimar

Other Attendees: Nicky Gavron (Deputy Mayor)

Secretary: Alan Busson

11/03 APOLOGIES FOR ABSENCE

Apologies for absence had been received from David Begg and Noel Harwerth.

12/03 MINUTES OF PREVIOUS MEETING HELD ON 18 FEBRUARY 2003

The minutes of the meeting held on 18 February 2003 were **agreed** as a true record of the meeting and signed by the Chairman.

13/03 MATTERS ARISING

There were no matters arising.

14/03 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.

15/03 COMMISSIONER'S REPORT

Bob Kiley amplified the contents of the Commissioner's Report for the period since the 18 February 2003 Board meeting.

The main points arising from the Commissioner's Report were as follows:

Although a limited service had begun on the Central Line between Woodford and Bethnal Green, no date had yet been given by London Underground as to when the full service would be restored.

The Security Exercise planned for 23 March 2003 at Bank station had been cancelled.

There was no further progress to report regarding the transfer of LUL.

Tony West requested that a paper be submitted at the next Rail Transport Advisory Panel concerning the SRA's policy towards Rail Freight. David Quarmbly agreed to liaise with Ian Brown to prepare the paper.

Bob Crow asked whether the responsibility for engineering works throughout the London Underground network will be the responsibility of one Infraco. Bob Kiley agreed to look into this.

Kirsten Hearn asked what precautions will be put in place during the Iraq war in case of civil disobedience or attack. Ken Livingstone stated that the emergency services are putting in place a series of initiatives to cope with any attacks, adding that it is the responsibility of the Police to deal with civil disobedience. Peter Hendy stated that London Buses are advised by the Police and if necessary, the relevant bus service will be re-directed away from any demonstrations. It was noted that costs will increase as a result of increased supervision required by London Buses and that revenue could decrease as a result of demonstrations.

In response to several issues raised by Oli Jackson, Bob Kiley stated that the cost of the substitute bus service replacing the Central Line was being borne during the current financial year by London Underground, the concern being that this cost could be a liability to TfL during the next financial year (2003/04) if transfer of London Underground occurred during 2003/04. In addition no substantial engineering works have been carried out on the Central Line, although minor works have been progressed.

The Commissioner's Report was **noted**.

16/03 2003/04 BUDGET

Jay Walder gave a presentation in relation to the 2003/04 TfL Budget that highlighted the key issues detailed in the separate budget paper circulated to Board Members. The paper identified and explained the changes made to TfL's 2003/04 budget since the Board reviewed it on 19 November 2002. It also details the proposed adjustments following the confirmation by the GLA of the level of precept funding that has been made available to TfL for 2003/04. It was noted that the budget did not include London Underground, with the exception of TfL's own integration costs. The Total Revenue and capital expenditure for 2003/04 would be £2,295m (2002/03 £1,800m).

Several issues were discussed:

Kirstin Hearn requested that TfL raise the profile of certain social inclusion measures that could improve facilities on buses for visually impaired passengers, for example 'next stop' information. Peter Hendy acknowledged that this was an issue that needed to be addressed, adding that it all depended on the availability of the appropriate technology being accurate and consistent.

Concern was expressed regarding long term bus fare strategy. It was noted that London Buses would be preparing a paper dealing with this.

Lynn Sloman congratulated TfL on the 18% growth in bus patronage adding that it would be helpful to understand the main 'drivers' supporting this increased demand. Peter Hendy responded by stating that approximately 50% of passenger growth was due to the fares policy with the remaining growth being due to increased bus reliability and service. The outcome of further research into the 'drivers' of growth in bus usage would be contained in the Strategic Bus Review.

The Board:

1. Approved the proposed budget for 2003/04 at Business Unit and Activity Level.
2. Approved that the Managing Director, Finance and Planning be authorised to make any final amendments to the Business Plan resulting from the changes to the budget highlighted in the paper prior to its publication by 31 March 2003.

3. Approved the following borrowing limits for TfL, as a Local Authority, in 2003/04:

The Overall Borrowing Limit:	£20 million
The Short-Term Borrowing Limit:	£20 million
The Maximum Proportion of Interest at Variable Rates:	100%

17/03 BEST VALUE PERFORMANCE PLAN SUMMARY

The TfL Board:

1. Approved the Summary Best Value Performance Plan and agreed to delegate finalisation of the Plan to the Managing Director, Finance and Planning for publication on the TfL website by 31 March 2003.
2. Endorsed the proposed TfL contribution to the GLA Best Value Summary document to be published in the Mayor's June 2003 newsletter.

18/03 DLR CAPACITY ENHANCEMENT (BANK-LEWISHAM) –TRANSPORT AND WORKS ACT ORDER APPLICATION

Ian Brown amplified the content of a paper detailing the rationale to submit an application for powers under the Transport and Works Act to increase the capacity of the Bank-Lewisham line to allow the operation of 3 car trains. It was noted that it was likely that the projected growth in demand for the DLR network would outstrip DLR capacity from 2006 onwards. This would necessitate a number of physical works to a number of stations between Bank and Lewisham Stations and also the need to purchase new rail cars. It was anticipated that the Project would be completed early in 2007.

The Board approved the submission of an application under the Transport and Works Act for powers to increase the capacity of the DLR Bank-Lewisham route and noted the report including the provision that the written consent of the Mayor is required prior to submission

19/03 CONGESTION CHARGING

Derek Turner introduced a paper which provided the board members with an up-date regarding the Congestion Charging Scheme. There had been an 18% decrease in traffic levels within the Congestion Charging zone. It was reported that there had been a 10% increase in traffic on the Inner Ring Road, although traffic seemed to be flowing well, leading to faster journey times. It was noted that TfL had received no reports of social disruption in the Kennington area. It was stressed by Derek Turner that it was still too early to reach any firm conclusion regarding the effects of Congestion Charging. A report monitoring the effects of Congestion Charging will be prepared on a six monthly basis in April and September.

The Penalty Charge Notice payments system was settling down and it was reported that payments were increasing and that there was a marked decrease in representations being made.

The Board **noted** the report.

Bob Crow left the meeting at this point.

20/03 A406 BOUNDS GREEN

Derek Turner introduced a paper concerning the A406 at Bounds Green and reported on the proposals contained therein.

It was noted that the former Highways Agency (“HA”) scheme, consisting of a dual carriageway route with two or three lanes had been considered and abandoned in favour of smaller scale schemes which were more in keeping with the Mayor’s Transport Strategy. It was noted that the estimated cost of the HA scheme could be prohibitive and that funding was not available.

The Proposals contained in the paper (incorporating the drawings attached as Appendix E) included the provision of a minimum two lane carriageway between Bounds Green and Green Lanes at an estimated total cost of £20.2million. Other improvements include the upgrading of junctions and new facilities for pedestrians, cyclists and buses. In addition it was proposed that TfL would work in partnership with local councils to introduce a package of traffic management/calming measures to discourage ‘ratrunning’ in residential areas. It was noted that the proposed scheme was consulted on and the Consultation Report was considered by the Board.

Discussions centred on whether to consider an alternative scheme which would involve a two lane dual carriageway and an additional narrow bus lane, and in doing so, defer the current proposal. Board members were concerned regarding further delay if they were to defer the current proposal. They wanted the proposed scheme to be progressed in a manner which would not preclude the installation of a dedicated bus lane in each direction as discussed. It was noted that the consent of the Mayor was needed for property disposals.

Ken Livingstone proposed that the following points be endorsed by the TfL Board:

- a. that the Consultation Report (Appendices A,B and C attached to the Report), be approved for issue to local councils and other interested parties.
- b. That Appendix D from the confidential report on the Major Roads Schemes Review considered by the Street Management Board of 2 February 2001 should be made available to the affected Boroughs.
- c. That a dual 3-lane scheme not be progressed and that a dual 2-lane scheme be progressed. This will be largely in the form that was submitted for consultation and as shown on the drawings as Appendix

- E, with a property implication as set out in Option a, of the table in Para 4.2.e
- d. That a disposal of surplus property should be progressed in a manner which would not preclude the option to install a dedicated bus lane in each direction as discussed.
 - e. That details of the scheme to be implemented be finalised and published in spring 2003/04.
 - f. That these decisions are advised to local councils and residents groups.
 - g. That discussions commence with affected Councils regarding the development of a package of potential traffic calming measures in the surrounding area.
 - h. That Accommodation Works, including construction of new, set back, frontage walls and public utilities diversions, should commence.

The Board agreed the proposals.

Ken Livingstone agreed that he would meet with local MPs/Councillors and where appropriate Resident Associations. It was also agreed that TfL should meet with Nicky Gavron to discuss the issue.

21/03 PENALTY CHARGE NOTICE PROCESSING SERVICE

The Board noted the paper submitted to the meeting and agreed the following recommendations:

1. that the Joint Arrangement with the London Borough of Croydon for the operation of a Penalty Charge Notice processing and recovery system is extended to 31 March 2004.
2. That TfL tenders the processing service with a view to having an alternative contract in place which can continue this work from April 2004.

22/03 PRIVATE HIRE VEHICLE LICENSING

Peter Hendy introduced the paper to the board detailing the proposals for introducing private hire driving licensing in London from 1 April 2003 and to outline the proposals for managing the implementation of this new licensing regime. TfL are working closely with the Department for Transport in bringing into effect a number of statutory instruments relating to the regulation of Private Hire Vehicle licensing. TfL were responsible for bringing into effect the Private Hire Vehicles (London) Driver Licensing Regulations 2003 and the Private Hire Vehicles (Operator's Licences) (Amendment) Regulations 2003.

Two issues were raised by board members:

1. it was recognised that it was important that the cost of the licence should not be pitched so as to constitute an artificial barrier to entry for private hire vehicle drivers as it provided a vital means of employment; and

2. that TfL should try to encourage drivers to provide appropriate socially inclusive transport.

Peter Hendy said that the Public Carriage Office were obliged to charge the economic cost of the licence and ensure that Private Hire Vehicle drivers comply with the appropriate licensing standards and policies.

The Board noted:

1. the Chair's Action in approving the Private Hire Vehicles (London) Driver Licensing Regulations 2003 and the Private Hire Vehicles (Operator's Licences) (Amendment) Regulations 2003; and
2. that private hire driver licensing will start to be implemented with effect from 1 April 2003.

23/03 WEST LONDON TRAM PROJECT UPDATE

Barry Broe gave a presentation, which gave an update on progress with the West London Tram Project. The Board discussed issues relating to the route, traffic congestion, funding, urban regeneration, and the opportunity cost of the Project versus other alternative modes of transport. The results of an opinion poll covering 3 boroughs affected by the Project had been carried out in conjunction with the Mayor's office to obtain the views of the local residents. This survey showed 56% of respondents giving a considered view of being in favour of the Project.

Jay Walder invited board members to a site visit to the proposed West London Tram route.

Bob Kiley advised that Finance and Planning will produce an investment plan to consider all the current Projects that TfL have currently under consideration and that this plan would feed into the Transport Strategy.

The Board Noted the current status of the project and the work proposed for the next stage of the project. It was further noted that the next stage of the Project would be discussed at the October 2003 board meeting.

24/03 AUDIT ISSUES

The Board:

1. Approved the amendments to the Audit Committee's standing orders in the form tabled at the meeting; and
2. Approved the two policy documents relating to External Audit Services Policy and Risk Management Policy.

25/03 SAFETY, HEALTH AND ENVIRONMENT COMMITTEE REPORT

The Board noted the report of the Safety, Health and Environment Committee meeting that was held on 5 March 2003. David Quarmby stated that there

would in future discussions at the Committee meetings be greater debate on Environmental issues.

26/04 ANY OTHER BUSINESS

Company Secretary

Ken Livingstone explained that the appointment of Gareth Davies as General Counsel with effect from 16 September 2002 was noted at the board meeting held on 19 September 2002 and that additional reference in the minutes should have approved Gareth Davies's appointment as TfL Company Secretary. The Board agreed to ratify the appointment of Gareth Davies as Company Secretary of TfL with effect from 16 September 2002.

The meeting adjourned at 1.15 p.m.

.....Chairman

Transport for London

Minutes of a re-convened meeting of the Board
held on Thursday 20 March 2003, commencing at 2.25 p.m.
in the Mayor's Conference Room, 8th Floor, City Hall. The Queen's Walk, London

Present: Ken Livingstone (Chair)
Board Members: Kirsten Hearn
Susan Kramer
Murziline Parchment
Tony West
Dave Wetzel (Vice Chair)

In attendance:
Special Advisors Bryan Heiser

TfL Officers: Robert Kiley
Maggie Bellis
Ian Brown
Stephen Critchley
Mary Hardy
Peter Hendy
Betty Morgan
Tim O'Toole
Derek Turner
Jay Walder

Secretary: Alan Busson

Ken Livingstone re-convened the meeting

26/04 ANY OTHER BUSINESS (CONTINUED)

2. Underground Advisory Panel

It was agreed that the Underground Advisory Panel (UAP) would be discussed at the May Board Meeting and that HR/employment issues should be addressed in the UAP terms of reference.

There being no further business, the meeting closed at 2.30 p.m.

Chairman