

Strategy & Integration Sub-committee



Sub-committee Minutes

Agenda No: 3

London TravelWatch: N/A

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**Minutes of the sixth meeting of the Strategy and Integration Sub-committee
held on Tuesday 14 March 2006
at Civic Centre, Stockwell Close, Bromley**

Present

Brian Cooke	Chairman of the Sub-committee
David Leibling	Vice Chairman of the Sub-committee
Ron Brewer	
Valerie Coots	
Lisa Egan	
Gail Engert	
Roxanne Glaud	
Katrina Hide	
Libby Kemp	
David Lancaster	
Emma Lonergan	
Sasha Morgan	
Tracey Proudlock	
Virginia Rounding	
Tony Shields	
Patty Singleton	
Celina Smith	
Andrew Theobald	

Rufus Barnes	Chief Executive
John Cartledge	Deputy Chief Executive
Nigel Grey	General Support Officer
Adam Kirkup	Committee Administrator
Dan Taylor	Senior Committee Administrator

Stephen Critchley	Chief Finance Officer, Transport for London	(for item 57)
Gordon Haywood	Director of Environmental and Leisure Services, Bromley Council	(for item 56)
Paul London	Ticket Technology Manager, Transport for London	(for item 58)
Vince Lucas	Retail and Commercial Director, Southeastern Trains	(for item 60)

51 Chairman's introduction and apologies

The Chairman welcomed attendees and described emergency procedures. Lisa Egan was welcomed back from illness.

52 Election of Sub-committee Vice Chairman

One nomination was received and David Leibling was duly elected.

53 Minutes of the Sub-committee

Apologies were made for the lateness and the quality of the previous minutes. This was due to staff issues which were in the process of being rectified. The minutes of the fifth meeting of the Sub-committee, held on 6 December 2006, were approved.

54 Action taken

In response to a request from Ron Brewer, the Chairman stated that the Committee's contribution to the Eddington review of the economic impact of transport investment would be circulated. The Secretariat's memorandum (SI22) was noted.

Action: Deputy Chief Executive

55 Matters arising

The Secretariat's memorandum (SI25) was noted.

56 Transport in Bromley

The Chairman welcomed Gordon Hayward, Bromley Council's Director of Environmental and Leisure Services, to give a presentation on transport issues affecting Bromley.

Town Centre investment

The Glades (a major shopping centre) was built fifteen years ago. Since that time there has been significant retail expansion in Croydon and other nearby centres. Bromley is seeking, via a development action plan, to achieve

- A improved metropolitan shopping centre
- A major employment centre
- New residential building
- Sustainable development
- Increased use of public transport

The Council had noted complaints about there being nothing to do in the town centre at night and wanted to promote leisure opportunities to draw more people in. It was planning a major development at Bromley South station which would include both residential and retail units and major redevelopment for increased retail and leisure.

Bromley had been a leading player in developing London's bus priority network, to stimulate the use of buses for access to town centres and thus curb demand for parking spaces.

The biggest challenge was how Bromley could provide increased capacity to meet transport demand in a sustainable manner. Bromley had built a traffic model to look at options for utilising the network and intended to draw up a fifteen year plan aimed at reducing barriers. The Council wanted:

- To get 'people' moving, rather than vehicles.
- To introduce park and ride (which will probably take three years to develop).
- To increase the number of bus corridors throughout Bromley and south east London.
- To explore the possibility of bringing a light rail service to Bromley North, by means of an extension of the DLR via Grove Park (although there would be serious cost and capacity issues to resolve).
- An extension of the Croydon Tramlink to Crystal Palace (an announcement from the Mayor of London is expected soon).
- At least 20% of people in Bromley town centre to arrive on foot
- To develop a shop 'n drop home delivery service (a major reason for driving to shops in Bromley was the need to carry shopping).

The scale of the potential development included 50,000 m² of retail floorspace, 8,000 m² for food and drink, 10,000 m² for business, 2,000 m² for community uses, 9,000 m² leisure, 1,500 residential units, and a 150 bedroom hotel.

Bio-diesel initiative for sustainable transport from recycled oil

Bio-diesel is produced from vegetable oil which will be re-used, as a fuel by the seven south east London boroughs. In the past, used oil had been disposed of in sewers (resulting in major clean-up bills) or had been made into animal feed, which is now banned. Rudolph Diesel used bio-diesel 100 years ago, and it had been used in Spain, Austria, Yorkshire and Norfolk as a fuel for heavy goods vehicles and buses. The oil can be used either in a pure form or blended with conventional diesel fuel.

Bromley Council has put forward a programme with the Mayor of London and Selstrans to introduce blended bio-fuel. Tests have shown reduced emissions and reduced emissions of carbon dioxide. There was no non-recyclable waste.

Bromley Council had already begun collecting used oil. Thames Water was helping with collection throughout south east London, as it reduced clean up costs. Bromley will eventually approach every catering establishment in the south east of London with a view to collecting its used oil.

This is a five year project which is due to be in place by August 2006. Seltrans boroughs have pledged to buy all the bio-fuel that can be manufactured, to use in their fleets.

Safety

The Bromley road safety agenda covers both education and engineering, but in this presentation Mr Hayward concentrated on education. The emphasis was on educating youngsters as there were 290 killed and injured on the borough's roads in 2004.

Bromley Council's schools were encouraging children to walk (to school) on Wednesdays (WOW). It was claimed that the children become brighter as they are more alert and have greater stimulation.

Whereas cycle proficiency training used to be delivered through a blanket approach, it was now focused on those children who *want* to cycle as the other 50% will probably never do so. On-road training is provided by getting trained cyclists to accompany children to school.

Bromley has had a lot of young people injured while riding small motorbikes, and had suffered a spate of miniature motorcycles being ridden illegally on roads by unlicensed riders. Therefore, it was now introducing school lessons on driving and motorcycling. This seemed to be paying off but the figures were subject to fluctuation.

Road safety publicity had included posters entitled 'If I ran out now, could you stop.' and a campaign giving schoolchildren Valentine cards with a road safety message.

Bromley's road safety agenda was funded partly by Bromley Council and partly by TfL, as road safety is one of the mayor's targets. On this issue Bromley works across boundaries with Seltrans and with the south west London boroughs (Sweltrac).

Responding to questions, Mr Hayward explained that

- The Council was currently working on an employee travel plan which would include its contractors' staff.
- There are no schemes or money allocated for purely for traffic decongestion measures.
- In some areas the town centre CCTV and that in the vicinity of the railway is integrated. Station CCTV, however, is not linked into this. Business Watch (a business radio security scheme) is used to link into the CCTV control room.

- Extension of Tramlink from Beckenham to Bromley had been investigated. The biggest problem for Tramlink is that it would have to be street running because Network Rail has said that it does not have space to accommodate it alongside or in place of the existing tracks. The costs had been deemed too high, but Bromley Council had looked at resurrecting the idea this year as the potential catchment area offered a big payback. As the track would run along some streets, and it would take time to build, it was inevitable that some people would be inconvenienced.
- Bromley Council had thought about creating a rail connection between Bromley North and Bromley South, and increased links to hospitals, but the biggest problem had been capital costs.
- It had proved difficult to increase bus links to the Princes Royal Hospital. Bromley has tried to engage operators but without a sufficient number of potential passengers its suggestions had repeatedly been rejected. It was still seeking a positive outcome from bus operators and TfL. It was noted by members that route 261 is due to be extended from the police station to the hospital and that route 336 already provides links to it.
- Mr Hayward undertook to look into the status of what appeared to be a permanent bus stop in Elmfield Road which was in fact used only for special services at Christmas.
- Bromley Council had been working with Lewisham and TfL to improve the Hayes railway line with possibilities that light rail could be considered.
- There will be bio-fuel collection points which could be used by domestic consumers as well. But Bromley Council would be concentrating on commercial users for the time being.
- Bromley Council had no objection to children travelling free on public transport, as it regards any non-car travel as desirable. Whilst the recently announced free Underground travel for under 11s travel was aimed at family groups, Bromley council was targeting its road safety agenda at primary schools. Bromley Council reserved judgment on this Mayoral policy but was not at odds with it.

Mr Hayward was thanked for attending the meeting.

57 Transport for London business plan

The Chairman welcomed Stephen Critchley, Chief Finance Officer, Transport for London, to give a presentation on the TfL business plan.

Mr Critchley explained that TfL was in the early stages of preparing the next review of its business plan, which is updated every year. The draft will go to its Executive Board in October 2006. Whilst TfL business plans are intended to last from five to seven years, last year's plan became a four year one as the Government had only underwritten it until 2009/2010. TfL wished to keep its costs within its recurring income from the Government and the GLA, as this maintained its credibility for borrowing.

Overview of TfL business plan

- TfL would be enhancing the business plan to take account of the London Olympics in 2012.
- The bombings in July had demonstrated the need for resilience in the plan.
- Although before the bombings the economic growth of London was considered fragile, lower fare revenues on the Underground were exacerbated by them. But in the event passengers had returned much more quickly than expected.
- As TfL tends to operate on twelve month contracts for its fuel and electricity, it was vulnerable to the recent unexpected increases in prices.
- Operating costs were finely balanced against operating income.

- Capital expenditure is fully funded through borrowings, use of reserves and the operating surplus.
- The Mayor of London would not decide on the 2007 fares until he had assessed the impact of this year's rises, although the fare assumptions underpinning the business plan for the next three years were increases of RPI+10% on the bus network and RPI+1% on the Underground.
- TfL's managed investment was £5.2bn over the plan period.
- The total investment on London's transport assets would be £12.4bn. The difference in these two figures was accounted for by the fact that TfL did not directly manage expenditure by the PPP infracos or by bus operators.
- The efficiencies programme established in 2003/4 was targeted to save £1bn over seven years. These efficiency savings were needed to bridge the gap between what the government gave TfL and what it needs to spend.
- Key future efficiency initiatives would flow from exploiting the benefits of Oyster card.

What the Plan would deliver

(a) Surface transport

Bus network improvements; East London transit and Greenwich Waterfront Transit bus priority schemes; walking, cycling and road safety programmes; upgrade of London traffic control centre for the Olympics; Congestion Charging western extension and improved technology in the central zone; introduction of the low emission zone (subject to consultation).

(b) London Underground

Maintenance, renewal and reliability improvements; line upgrades to the Central, Jubilee, Northern and Victoria lines; refurbishment of 230 stations and station capacity works; 25% of stations step-free by 2010; air cooling on the sub-surface trains and an aquifer cooling trial on the deep-level lines.

(c) Rail

New extensions - East London line, DLR to Woolwich Arsenal, DLR from Canning Town to Stratford International; DLR - three car capacity enhancements, improved resilience and security measures, fleet refurbishment; security improvements on National Rail network; North London line – additional staff, enhanced security, refurbished waiting areas for 2007.

(d) Support for the Olympics

East London Line extension; A13 improvements; DLR Woolwich Arsenal extension; East London Transit and Greenwich Waterfront Transit; improved accessibility on the Underground. Various other schemes will be supported by the public sector Olympic funding package.

(e) Travel Demand Management (TDM)

Increased soft funding by £12m per year for the next two years. TDM plans include workplace travel, school travel and integrated travel awareness campaigns. The government's Transport Innovation Fund and the 2007 Spending Review would have a particular bearing on what TfL could deliver.

Long-term challenges

Employment in London was expected to increase from 4.8m in 2002 to 5.4m in 2026, whilst Gross Value Added (a measure of economic output) was expected to increase 80% over the same period. Population was projected to increase from 7.3m in 2001 to 8.34m in 2026. Without new schemes, public transport demand was projected to grow by approximately 20% faster than the current planned rate of capacity enhancement. Therefore, TfL had both to manage demand and increase capacity over the long term.

Responding to questions, Mr Critchley indicated that

- The present plan was to implement the Congestion Charging western extension in 2007. Work had started on installing the infrastructure. It would be difficult to isolate the financial impact of the

extension because the existing charging area and the extension would become one zone. But it was expected that the recent increase in the daily charge to £8 would more than offset any loss of revenue caused by the future exemption of residents in the extension from the full charge when entering the existing area.

- TfL's projections of future demand and capacity were necessarily only estimates. The proposed mix of demand management and capacity enlargements was based on its planners' best view of where future homes and employment were expected to be, and the journeys which would occur as a result. Its policies were targeted accordingly, but had to be kept under review.
- TfL had some property inherited from previous road proposals, and intended to dispose of any which was surplus to schemes now in the programme. It planned to increase the revenue from any property it would keep. This would appear as part of its operating income, and would not make any difference to the planned level of government grant. A new contract for advertising space on the Underground would be let shortly.
- The financial deal reached with the government in 2004 had been based on an assumption of increased fares income from users. But TfL would struggle to justify any future large increases and, if fares on buses rose significantly above inflation, this might discourage use. TfL was seeking to increase the use of public transport wherever capacity allowed. Increases in fares were a judgment for the Mayor of London to make and were therefore politically sensitive.
- Some capital projects would run on time and budget, but some would not. TfL's plans took this into account and deducted an allowance for over-planning. Almost anything could go wrong in the event, as the problems with Camden Town station illustrated. TfL believed its estimates were as reasonable as practicable. The public nature of its funds meant that there was an onus on it to try to operate within its budgets. Any surplus income would be invested in reserves and for capital projects.
- As the London economy is the engine of the UK economy, TfL was hoping to win a large share of the government's new Transport Innovation Fund. Whilst investment would need to continue beyond the plan period, there was no reason to expect government funding to be cut back in future. TfL was more concerned that costs should run in line with the plan's estimates.
- The business plan did not take into account the transfer of the North London lines to TfL, which was a later decision subject to a separate funding agreement. TfL will be devoting some of its rail funds to improving accessibility, and this would be done in concert with the DfT. Mr Critchley undertook to let the Committee know the estimate for making railway stations more accessible.

TfL did not expect to be taking decisions about next year's fares until June. Therefore, Malcolm Fairhurst; Head of Fares and Ticketing, had suggested a discussion on fares in May, and would liaise with London TravelWatch on this.

Mr Critchley was thanked for his contribution to the meeting..

Action: TfL

58 Transport for London: Oyster card issues

John Cartledge, Deputy Chief Executive outlined an update to this document provided by Bryan Davey, Director Public Liaison, following a meeting with TfL in relation to the Oyster Helpline.

Late last year the Oyster Helpline had transferred to TfL Customer Services and since then had been a separate operation from LUL Customer Services. The Oyster Helpline deals with the telephone helpline,

Ask Oyster website, refunds and customer charter refunds. Telesales and Student Oyster fulfilment are outsourced through the Keith Prowse ticket agency.

Late last year it became clear that the Helpline was unable to deal with the call volumes being presented and additional staff were recruited. This had peaked with 150 temporary staff being recruited to deal with issues relating to the January fares revision, and it now claimed to be reaching the target of dealing with 80% of calls within 20 seconds. The current peak in calls is due to a process it had been through to hotlist all Student Oyster cards of students who had left the area or their courses. TfL had noted that the number of passengers accessing Ask Oyster on the website increased when they could not get through on the telephone.

The issue of lost card replacement and refunds is currently being reviewed. TfL's view remained that most passengers just want a quick turnaround rather than refunds, and its preference is to concentrate on reducing the turnaround time. It was working on being able to do this by enabling ticket offices to issue a duplicate card and transferring of all the information across to it overnight. If this was introduced effectively, duplicate cards would be available one day later and the refund issue would go away. TfL claimed that upon introducing Oyster the number of lost ticket claims had increased from 11,000 per year to between 75,000 and 80,000 and that the administrative cost of a refund process would be huge, requiring a high administration charge.

TfL had outlined a number of projects that were being worked on :

- On-line journey data – This should enable those registered to view their last 20 journeys online.
- Easy Registration – It was trying to introduce a single registration system. Currently, passengers had to register at the ticket office and then register again to access web-enabled services.
- Auto Top-up – Although it had only been introduced relatively recently, there were now 45,000 users registered to top-up their cards automatically. Of those not using ticket offices to buy their travel cards and top up, 85% were doing so by using the web as opposed to 15% by phone.
- SMS Messaging – By getting passengers' mobile phone numbers, TfL hoped to send top-up reminders and service information (e.g. delays to a particular line, based on the holder's usage) direct by text messages.
- 16/17 Student Oyster cards – Currently it was planning to introduce these in September, and was expecting to issue 200,000 cards.
- Automating the Customer Charter Refund process – TfL hoped to be able to take claims on line and check them against information on the Oyster card. TfL thought that this would lead to more claims, but would reduce fraud.
- Smartcard-enabled roadside ticket machines – This initiative was being taken forward by London Buses.
- Auto-top up for buses – Currently top-up can only be activated at an LUL or DLR ticket barrier. TfL hoped to be able to expand this to those that use buses through sending a configured card out to the passenger and then picking up the top-up through the bus reader. It was too early to know whether the passenger would need to nominate a route or an area in the same way that passengers nominate an LUL ticket barrier.
- Mystery shopping – Staff will phone the Oyster Helpline to see how well its operators deal with common complaints. They already undertake random call auditing.

- Voice recognition software – TfL were hoping to introduce voice recognition software to deal with the most commonly asked questions. This would mean that if a user telephoned in with a question, it should read out the answer to them. This was planned as an addition to the helpline, not as a replacement.
- Pay as you go – It was planned to extend this to National Rail services from Balham to Victoria from a starting date in the summer.
- Since last week it had become possible to trade in an Oyster card with Pay as you go credit at Underground ticket offices, and to recover the £3 deposit and up to £5 credit on the spot. It is hoped that this would encourage those visiting London for short periods to switch to Oyster.

The following points were made in the ensuing discussion.

- Concerns were raised as to who had access to the data on the Oyster card, when this was used, and for what purpose. It was noted that a balance had to be struck between the need to keep the data to (e.g.) allow users to reclaim expenses and the need to respect relevant data protection rules.
- The process of accessing the Oyster website was unnecessarily convoluted, confusing and inconsistent.
- The information given to passengers needed to be simplified and made more appropriate (e.g. signs at gatelines saying 'Please see website for more information' were of no help in that situation). A novice user's information card was suggested.
- London TravelWatch was continuously lobbying the government and ATOC and other bodies in support of Oyster Pay as you go facilities being extended to National Rail. The critical question remained how the capital costs would be funded.
- There was concern at the fact that there is no expiry date displayed upon the Oyster card itself. It was noted that when Oyster is used on London Buses a precise date of expiry (or amount remaining for pre-pay) is displayed on the reader as passengers pass their cards over it. However, when used on the London Underground the card simply shows 'near expiry'. It was questionable whether passengers are likely to take note of the expiry date (or amount remaining) on Oyster as they travel, whereas the date on paper cards can be viewed at any time. It was acknowledged that when a monthly or longer Oyster card is purchased, an accompanying paper record is issued which displays the expiry date, though this can be hard to decipher.

Members were asked to inform the Director of Policy and Research (before the end of March 2006) of any further Oyster-related problems they might encounter. Most members acknowledged that despite the specific problems listed, Oyster was generally working well.

It was agreed that the Fares and Ticketing task force should take forward the issues discussed.

Action: Fares and ticketing task force

59 Confidential item

The Sub-committee resolved under section 15 of schedule 18 of the Greater London Authority Act that public consideration of the next following item might seriously and prejudicially affect the interests of an individual body and therefore that the item should be taken in private session.

After transaction of this business, the sub-committee reverted to a meeting in public for the remainder of its agenda.

60 Integrated Kent Franchise

The Chairman welcomed Vince Lucas, the incoming Retail and Commercial Director, Southeastern.

Mr Lucas had previously been the assistant manager at Bromley South station and manager at Sidcup station. He had worked in transport for 27 years and had joined the Southern company four years ago. SET's new parent, Govia, was two thirds owned by the Go Ahead group. It was felt that as the current SET team had been doing a good job, the business name South Eastern could be retained. A name change would have been a significant cost bringing little benefit. Mr Lucas highlighted the themes of Govia's franchise bid and the direction in which it wanted to go forward.

Improvements

- Station and train cleaning, including graffiti removal within 24 hours
- Advice taken from RNIB to make stations better for visually impaired users
- Maintenance and enhancement programmes including repainting all stations within three years
- £17.6 million to install modern CCTV on entire train fleet
- £5.5 million for better passenger information systems
- Improved station security with additional CCTV and help points
- £3 million for new and upgraded ticket machines, replacing permits to travel with machines offering tickets to multiple destinations (child tickets will be available but he was unsure about discounted tickets)
- Development of e-ticketing and smartcards
- A range of schemes and management measures to beat ticketless travel
- Improved transport integration
- Improvements to and investment in car parks
- £10m for staff training, including disability training
- 35% of workforce NVQ qualified by 2010
- Commitment to achieve Investors in People by 2010
- Investment in staff accommodation
- Interior "refreshment" of entire fleet mid-way during the franchise
- Refurbishment of first class on 25% of Electrostar fleet
- Wi-Fi access on mainline fleet.

More Services

New services from December 2006 to meet demand and ease crowding (subject to Network Rail's agreement), to be achieved through more efficient use of trains and crews. For example:

- New early morning service from Faversham to Cannon Street
- New evening services from Charing Cross to Tunbridge Wells and Ashford International
- Up to seven new services from Cannon Street to Orpington, Hayes, Crayford and Barnehurst.

Punctuality and reliability

- Reworked timetable to improve performance around congested London Bridge in peak times for December 2007
- Improved performance management system
- Commitment to improving performance – PPM 87.35% in 2007, 93.74% in 2014.

Involving Stakeholders

- Stakeholder Advisory Board
- Partnership agreements with local authorities
- Increasing 'Meet the Managers' scheme, including MD and Senior Executives
- Regular contact to gain stakeholder views, including stakeholder newsletters
- New timetable consultation with passengers and user groups, local authorities and MPs.

Fares

- It takes 1-2 years to rework a fare structure
- Policy set by DfT – fares to rise 3% above inflation for 5 years from January 2007
- Reflects major investment now and in future (historically there have been low fares on network)
- A simplified zonal fare structure in London Metro area.

High speed services

- London to Ashford : now – up to 83 minutes, 2009 – 36.5 minutes
- London to Canterbury : now – up to 102 minutes, 2009 – 60.5 minutes
- London to Folkestone Central : now – up to 98 minutes, 2009 – 62.5 minutes
- London to Chatham : now – up to 44 minutes, 2009 – 44 minutes
- £1 to £2 premium on single fares, reflecting enhanced service and journey time savings
- Weekly ticket Medway to London £66.71, increasing by £12.44; weekly ticket east Kent to London £80.98 increasing by £16.82
- Supporting growth in Thames Gateway and the rest of Kent
- Providing more passenger choice for travel via the Channel Tunnel Rail Link or classic routes and improving connections to the rest of the UK.

New Trains

- 28 x 6 car trains, (a decision on 29 cars will be made this summer)
- Hitachi 'A' class, designed for both the Channel Tunnel Rail Link and conventional lines
- First four units arrive for testing from Japan, May-August 2007
- Rest delivered February–August 2009
- £87m investment in depot facilities at Ashford and Ramsgate.

Responding to questions, Mr Lucas indicated that

- Govia wishes all staff to regard passengers as very important, but recognises that it will take 2-3 years to change attitudes. It will introduce service awards and say thank you where applicable. This needs to be linked to other areas such as the complaints procedure. Where something is working, Govia won't change it unless it is obvious and logical to do so. This includes complaint handling, currently out-sourced (for which current contracts will be honoured).
- Govia wants to start working with the DfT on improving accessibility of stations but does not have any major plans for specific stations. It had earmarked £750,000 for accessibility issues and was currently looking at West Croydon station. Mr Lucas gave a commitment to ensure that the current accessibility problems at Gipsy Hill (with an accessible gate being locked) will be resolved.
- It is expected that the changes in the railway will fundamentally change demand patterns and Govia was planning to get people to Kings Cross quicker than at present. Its projections were based on passengers who go to the West End switching from changing at Charing Cross to St Pancras.

The Chairman stated that there had been a step change since Govia took over at Southern and that it is one of his preferred rail networks to travel by. Mr Lucas was thanked for attending and was also congratulated on his new position.

Action: South Eastern Trains

61 Future Strategy and Integration Issues.

Members were invited to suggest themes for future Strategy and Integration Sub-committee discussions. The following were proposed :

- The comparative merits of the various “intermediate mode” transport technologies, such as busways, trolleybuses, ultra-light rail and trams.
- Heathrow access issues, including Airtrack and Terminal Five.
- The impact of parking controls on retailers and other small businesses.
- Policies for town centre management of traffic
- TfL’s systems for tracking user satisfaction
- Guidelines for good Workplace Travel Plans
- The implications for the transport sector of the new Disability Equality Duty imposed by the Disability Discrimination Act.
- Cycling issues in London.
- The East London and Greenwich Waterfront Transit scheme.

Members’ views were mixed on the utility and practicability of combining Sub-committee meetings with visits to sites of transport interest and/or of using them as opportunities to engage transport users in the vicinity of the venue in discussions on topics of current concern.

Action : Sub-committee Chairman/Secretariat

62 Any other business

Nominations were invited for members to serve on a task force to consider the DfT’s consultation paper on extending the Mayor of London’s role in relation to the National Rail system.

Members were advised that TfL would shortly be extending free travel for under-11s to include London Underground. Where accompanied by an adult, under-11s would travel free at weekends and after 09.30 on weekdays. London TravelWatch broadly welcomed this move, noting that it had opposed the ending of the Family Travelcard which had deterred family groups from travelling by public transport.

Elizabeth Hall, Katrina Hide, Charlie King and Ruth Samuel had agreed to form a task force to meet Chiltern Railways to discuss personal security issues at its London area stations.

63 Next meeting

The next meeting of the Sub-committee would be held on 25 April 2006.