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## Confidential Minutes

Agenda item: 14  
Drafted: 05.02.18

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### Confidential minutes of the Board meeting held on 16 January 2018 at 169 Union Street, London SE1 0LL

These minutes are in addition to the public minutes of a meeting of the Board on the same date. The Board resolved, under section 15(2)(b) of schedule 18 of the Greater London Authority Act 1999, that by reason of the confidential nature of the item(s) to be discussed, it was desirable in the public interest that the public should be excluded for this part of the meeting.

#### Contents

1. **Minutes and declarations of interest**
2. **National Audit Office report on GTR**
3. **Meeting review**

#### Present

##### Members

Jackie Ballard, Glyn Kyle, Arthur Leathley (Chair), Abdi Osman, John Stewart

##### Secretariat

Tim Bellenger	Director, Policy and Investigation
John Cartledge	Safety Adviser
Janet Cooke	Chief Executive
Richard Freeston-Clough	Communications Manager
Sharon Malley	Executive Assistant

#### 1 **Minutes and declarations of interest**

The confidential minutes of the meeting of 28 November 2017 were agreed and signed as a correct record. There were no additional declarations of interest.

#### 2 **National Audit Office report on GTR**

The Director, Policy and Investigation, said he regularly attended Alliance Board meetings between Network Rail and Govia Thameslink Railway (GTR) as an observer. The Alliance Board was a framework to enable the two organisations to discuss their relationship and matters that needed resolving operationally.

He said that the timetable for an enhanced Thameslink service was due to begin in May and the physical works had been completed by Network Rail. However, testing was only just beginning and drivers and signallers were not yet trained. The May timetable had not yet been agreed and there were disagreements with East Midlands Trains over Luton and Bedford and with Greater Anglia over the East Anglia franchise.

Around 700 timetable issues remained unresolved. Network Rail needed to recruit 300 members of staff to deal with signalling. Stabling of trains overnight was not agreed and some stabling options caused conflict with other operators. GTR had not completed the creation of its new driver depots so 350 new drivers did not yet know which depot they would be working from. It was difficult to see how these issues could be resolved before the May timetable deadline.

The Director, Policy and Investigation, said that London TravelWatch attended the Alliance Board as an observer and it was important to respect that status. It would be important for passengers to raise concerns with the Department for Transport, who also attended Alliance Board meetings as observers.

The Director, Policy and Investigation, said that it may be worthwhile to seek a meeting with the project director at the DfT. He could also ask the Transport Committee whether they intend to do any work in light of the NAO report and offer support if needed. The Chief Executive said the Transport Committee would value London TravelWatch's ability to flag problems in advance, although London TravelWatch would need to be mindful to maintain confidentiality.

### **3 Meeting review**

Members recognised the need to treat guests with courtesy, while also ensuring that they answered members' questions in full.

No media issues were identified. Risks relating to the discussion of the National Audit Office report were mitigated by moving into private session.