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## Confidential Minutes

Agenda item: 11  
Drafted: 03.11.15

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### Confidential minutes of the Board meeting held on 22 September 2015 at 169 Union Street, 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 matters arising
2. Devolution
3. Meeting review

#### Present

##### Members

Chris Brown, Richard Dilks, Glyn Kyle, Stephen Locke (Chair), Abdikafi Rage, John Stewart, Ruth Thompson

##### Guests

Geoff Hobbs                      Head of Transport Planning, TfL London Rail (Item 2)

##### Secretariat

Tim Bellenger	Director, Policy and Investigation
Janet Cooke	Chief Executive
Richard Freeston-Clough	Communications Officer
Sharon Malley	Executive Assistant
Robert Nichols	Policy Officer
Vincent Stops	Policy Officer

#### 1 Confidential minutes of the meeting on 12 May 2015

The confidential minutes of the Board meeting held on 21 July 2015 were agreed and signed as a correct record.

#### 2 Devolution

Geoff Hobbs, Head of Transport Planning at TfL London Rail, attended the meeting to discuss issues relating to rail devolution in London. He said that on 31 May the West Anglia routes were devolved to London Overground and the Liverpool Street to Shenfield route was devolved to TfL Rail. The West Anglia transfer had been difficult with reliability dipping at first but now back on track. The problem had been caused by failings of rolling stock. Mr Hobbs said that the Class 317 trains had previously been used on the Stansted Express and were not well suited to the new

route. An order for new stock had been placed but there was an 18 month lead time. Helped by deep cleaning of stations and improved maintenance, customer satisfaction with the route was now increasing and there was good feedback about the quality of the staff.

The TfL Rail service was performing well in terms of both reliability and customer satisfaction.

Mr Hobbs said that September would be busy with rail devolution issues entwined with the comprehensive spending review due in November. TfL and the DfT were working on a protocol describing aspirations for both organisations in London and the south east. The various parts of the network were operated separately but did need to come together. The protocol would set out the vision for fares and customer service and would try to join up the gaps concerning planning, projects and policy. He hoped to be able to achieve a greater partnership between TfL and the DfT.

Mr Hobbs said that it would continue to be the case that the DfT and TfL let individual contracts rather than joint ones. But the content of the contracts would be subject to the framework set by the partnership to a greater degree than at present.

There were two contracts due for renewal in the near future. Southeastern was due in June 2018 and TfL remained convinced of the case for transfer from the DfT to TfL of the metro lines. TfL would work with the incumbent to work about the feasibility. There would be a lot of detail to agree in dividing up the network and some of this was underway but some would be subject to uncertainties as the Thameslink project would have an impact on the service.

The second contract due for imminent renewal was South West Trains, in August 2017. Mr Hobbs said it would be impossible for this to be devolved at that time as procurement took a lot longer than 20 months and it was not yet underway. However, TfL's current objective was to secure provisions for future division of the service in the invitation to tender. Decisions on which routes to transfer would depend on factors such as Crossrail 2 and working together on Waterloo and the Wimbledon depot. It was considered more complicated to separate this railway than the Southeastern franchise. Management capacity was another limiting factor, with 2017-18 already busy.

Members asked about the geographical extent of the TfL/DfT prospectus. Mr Hobbs said it was difficult to put precise boundaries in place as doing this would limit the ability to discuss details with incumbents. However, it was good progress that the discussions now focussed on technical and operational issues rather than stakeholder problems, in particular concerns from Kent County Council. He hoped to be able to take responsibility for the relevant Southeastern services by 2020.

Mr Hobbs said he was optimistic about devolution prospects and encouraged by positive reporting in the trade press. London TravelWatch could assist by continuing to press the case with the DfT about the importance of devolution and demonstrating consensus.

The Chair said that London TravelWatch attended the London and South East Quadrant meetings which were chaired by Claire Perry MP. This might be a useful forum for raising the devolution issue.

Mr Hobbs noted that having a larger number of smaller train operators potentially lined up added to the competitive nature of the bidding market and focused attention on performance management. Train operators welcomed the opportunity to increase profit thought increased reliability without having to rely on demand growth, which was subject to general economic conditions.

The Chief Executive said that Claire Perry MP had offered warm words about TfL in private. Other MPs who have concerns about rail in south London and the surrounding areas have welcomed devolution. Mr Hobbs said that TfL was trying to be more inclusive and was also willing to allow the DfT to have greater control over its operations.

The recommendations in the briefing paper prepared by the Director, Policy and Investigation, were agreed.

### **3 Meeting review**

It was agreed that the speakers at this meeting had been high quality and interesting.

It was agreed that London TravelWatch should issue a press release, incorporating Tim Shoveller's input, highlighting concerns about crowding at Vauxhall and Clapham Junction stations in the absence of investment.

**Action: Communications Officer**

Members identified no reputational or financial risks arising from the meeting.