London TravelWatch

Confidential Minutes

Agenda item: 13
Drafted: 01.03.16

Confidential minutes of the Board meeting held on 26 January 2016 at City Hall

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

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

Secretariat
Tim Bellenger   Director, Policy and Investigation
Janet Cooke   Chief Executive
Sharon Malley   Executive Assistant

1   Confidential minutes of the meeting on 17 November 2015

The confidential minutes of the Board meeting held on 17 November 2015 were agreed and signed as a correct record.

2   Schedule 17 consultations

The Director, Policy and Investigation, said that London TravelWatch was consulting on the closure of ticket offices at nine ex-Silverlink London Underground stations. At three of these stations, Queen's Park, Wembley Central and Harrow & Wealdstone, there was heavy use of the ticket offices and in peak hours it was considerably higher than the 12-transactions-per-hour cut-off.

He said that he would be meeting TfL to discuss mitigation measures later in the week and if sufficient mitigation were not forthcoming he would have to recommend opposing the closure of these ticket offices. He said he would circulate his analysis and recommendations following the meeting with TfL.

3   Withdrawal of electronic national rail timetable

The Director, Policy and Investigation, said that Network Rail was proposing to stop publishing the electronic national rail timetable. At the moment the Office of Rail and Road required Network Rail to publish the timetable electronically and that a private company used the data to produce a book of all railway timetables.

The Director, Policy and Investigation, said he had objected to Network Rail's proposal. The electronic timetable was a means of holding Network Rail to account and the hard copy was useful in the event of electronic failure. It was also an important resource when compiling future timetables and made it easier to spot mistakes in timetabling.

4   Meeting review

It was agreed that it had been useful to involved the speakers in discussions instead of listening to their prepared presentations.

Members noted that the discussion on cycle safety addressed the reputational risk faced by the organisation. No other risks were identified.