
Minutes

Agenda item: 4
Drafted: 02.12.10

Minutes of a meeting of the Access to Transport Committee held on 1 December 2010 at 6 Middle Street, London EC1

Contents

- 1 Chair's introduction and pre-meeting announcements
- 2 Apologies for absence
- 3 Declarations of interest
- 4 Minutes
- 5 Matters arising (AT031)
- 6 Transport for All
- 7 The impact of spending cuts on policing in London
- 8 Action taken (AT032)
- 9 Site visit discussion
- 10 London Underground fare evasion
- 11 Any other business
- 12 Resolution to move into confidential session
- 13 Glossary

Present

Members

Kevin Davis; Gail Engert (Chair); Sophia Lambert; Onjali Rauf (Vice Chair) and Lorna Reith (London TravelWatch, Deputy Chair)

Guests

Lianna Etkind	Campaigns Officer, Transport for All
Andy Trotter	Chief Constable, British Transport Police (BTP)

Secretariat

Janet Cooke	Chief Executive
Mark Donoghue	Committee Administrator
Vincent Stops	Streets and Surface Transport Policy Officer

Minutes

1 Chair's introduction and pre-meeting announcements

The Chair welcomed guests and members to the meeting. She thanked those members who were leaving the London TravelWatch board, who attended this committee, Kevin Davis, Sarah Pond, Lorna Reith and Onjali Rauf (vice chair). She felt that the committee had done some important work for socially excluded groups.

2 Apologies for absence

Apologies were received from Sarah Pond and Sharon Grant.

3 Declarations of interest

No additional declarations of interest were made. A public record of member's interests may be found on the London TravelWatch website (<http://www.londontravelwatch.org.uk/document/3861/get>).

4 Minutes

The minutes of the meeting held on 13 October 2010 were approved and signed for the record, subject to the following amendments. The final paragraph on page 4, should read as, "...whilst London TravelWatch feels more strategic bodies". The final paragraph on page 5, should read as "London TravelWatch would use any opportunity that arises to mention blister paving in the interchange report."

The Streets and Surface Transport Policy Officer noted that he would be using examples of blister paving in the interchange report.

5 Matters arising (AT031)

It was agreed to mark item 7.7.09/minute 8 (To find out what the views of Disabled Persons Transport Advisory Committee (DPTAC) were on fixed bus stops), should be marked as complete.

On item 23.6.10/minute 4 (To find out why London Underground used both types of tactile paving), the Streets and Surface Transport Policy Officer would discuss this with a member.

Action : Streets and Surface Transport Policy Officer

On item 23.6.10/minute 8d (To determine whether the PCO could supply a printed receipt with the driver's ID number at the end of a journey), the Streets and Surface Transport Policy Officer noted that this item had been discussed at the Fares and Ticketing committee the day before.

He would raise this issue with the Public Carriage Office (PCO) in the response to the consultation on 2011 taxi fares.

Action : Streets and Surface Transport Policy Officer

On item 13.10.10, minute 5 (To issue a press release on London TravelWatch's belief that there should be ID for taxi and private hire vehicle drivers), the Streets and Surface Transport Policy Officer reported that following a meeting with TfL he could report that the Liaison officer with the Metropolitan Police at the PCO would be appointed. The driver identification will take another 18 months, but from 2012 cab drivers will have ID. London TravelWatch had agreed that an alternative will be sought regarding the flip seat advert about how to complain. It may well not be located there, but somewhere else. The medicals will now take place every 9 years. They will cover drug abuse and mental health. The Chair of London TravelWatch had pushed hard on these issues.

On item 13.10.10, minute 8 (To report back on the cases that had been received via the accessible bus stops work), the Streets and Surface Transport Policy Officer reported that he had put 2 cases into the casework system and the another 2 were general comments about accessible bus stops.

On the Community Safety plan the Streets and Surface Transport Policy Officer would check the publication date.

Action : Streets and Surface Transport Policy Officer

6 Transport for All

The Chair welcomed Ms Etkind to the meeting.

Transport for All represents older and disabled people. They work to enable greater independence for these groups. Everyone has the right to get from A to B independently. Before accessible buildings, etc you need to have accessible transport. Transport for All works for a transport system that is accessible, safe, reliable and affordable. Transport for All has its roots in the accessible movement of the early 1990s. It was originally called DART. Since then it has branched out all modes of public transport (and community transport schemes). Ramps and lifts are now more common.

Transport for All's role is to lobby and campaign; to advise and empower users and to remove physical and information barriers. It provides a dedicated advice and information telephone line. It is a pan-London mobility forum because there are no borough boundaries for journeys. It also campaigns and lobbies transport providers, for example, NHS trusts, Transport for London, etc.

Transport for All is concerned about the reductions and eventual dropping of step-free access targets on the underground network. It is also concerned about the reduction in ticket office opening hours and the changes to the Taxicard system. There had not been enough consultation on the new bus for London. Is the public transport system in London ready for a large influx of disabled people in 2012 for the Olympiad?

Members discussed with Ms Etkind how best to challenge authorities on accessible bus stops under the Disability Discrimination Act. It was agreed that the best avenue would be via the Disability law service.

It was agreed to write a letter to London Councils asking that accessible transport not be deprioritised in their grants programme.

Action : Chair/Streets and Surface Transport Policy Officer

It was also agreed to send Ms Etkind details of the Surface Transport Design panel.

Action : Streets and Surface Transport Policy Officer

7 The impact of spending cuts on policing in London

The Chair welcomed Chief Constable Trotter to the meeting. A copy of his presentation may be viewed on the London TravelWatch website (to be inserted).

Chief Constable Trotter explained that events have a large effect upon the British Transport Police's area of responsibility, for example, football matches, entertainment events, etc. The British Transport Police (BTP) is unique in that it is a public sector organisation funded by the rail industry. All the revenue is received from Train Operating Companies (TOCs) and Transport for London (TfL). TOCs pay using a formula. The BTP is not on the Government's balance sheet. The Association of Train Operating Companies (ATOC) and Department for Transport (DfT) also have influence.

The Chief Executive asked if TOCs could give additional funding. Chief Constable Trotter replied that they could. There were instances of TOCs doing that to combat crime or anti-social behaviour. A member asked how much money was received from Network Rail. Chief Constable Trotter said that it was about 40 per cent.

The BTP in London had a broad area (including areas outside of Greater London) because it focused on the main commuter lines. The BTP were split into three sections for London : London North, London South and London Underground/Docklands Light Railway. The Chair asked whether London Overground (LOROL) would be included in the London Underground/Docklands Light Railway section. He felt that it would make sense to match stakeholders.

The BTP carry out neighbourhood policing at major interchange stations and work closely with other forces, for example, the Metropolitan Police at Victoria. Big stations need a neighbourhood approach. Many passengers fear crime and anti-social behaviour. There are currently seven neighbourhood policing teams in central London. There had been major reductions in most types of crime in the last 4 years.

Future challenges for the BTP included terrorism both Al Qaeda and dissident republican groups from Northern Ireland. Chief Constable Trotter wanted to see technology introduced to allow real-time CCTV across the rail network and TfL. Public order was important, for example, football matches. Cable theft was a major problem and was often carried out by contractors, former contractors or ex-Network Rail staff. Anti-social behaviour continued to be a problem.

The Olympiad in 2012 also posed a massive challenge, but was also an opportunity. If the BTP did not get things right then it could cause problems to spectators.

The BTP faced financial challenges. The Government believes that 10-12 per cent can be cut from policing budgets without a reduction in the police force. The BTP will need to cut costs. The British Transport Police Authority (BPTA) had not yet agreed the budget. The TOCs want to see a reduction in their contribution. Chief Constable Trotter is awaiting the decision of the BTPA.

A member asked whether the security budget for the Olympic Delivery Authority had been ring-fenced. Chief Constable Trotter replied that it had been and is £600 million. The BTP bid had been agreed. There would be no reduction in policing as a result of the Olympiad.

The Chief Executive noted that as all organisations face cuts, it was important to ask who works with whom and how they will join-up.

Ms Etkind raised concerns about security with the proposals by London Underground to reduce ticket office opening hours. Chief Constable noted that the BTP would continue to be visible at stations.

There would be a reduction in the accommodation used by the BTP as part of a drive to reduce costs. He also noted that because of the way that the BTP are funded they, uniquely, pay VAT and had a private pension scheme.

The Chair thanked Chief Constable Trotter for attending the meeting.

8 Actions taken (AT032)

The paper was received for information.

9 Site visit discussion

The Streets and Surface Transport Policy Officer reported that he and members had carried out a site visit to Paddington station to inform the interchange report. They had looked round the inside and outside of the station. He now had a better idea of what members wanted from the report. The report would look at a large rail termini; a large interchange; a small London Underground station; a busy town centre; and a tourist attraction.

Members felt that a letter should go to Network Rail about the various issues they had observed. It was agreed that the Streets and Surface Transport Policy Officer would write up his notes and write a letter to them.

Action : Streets and Surface Transport Policy Officer

10 Any other business

There was no further business.

11 Resolution to move into confidential session

The Committee resolved, under section 15(6) of schedule 18 of the Greater London Authority Act 1999, that by reason of the confidential nature of the following items, it was desirable in the public interest that the public should be excluded from the meeting.

In confidential session members reviewed the meeting and approved the confidential minutes from the meeting on 13 October 2010.

12 Glossary

ATOC	Association of Train Operating Companies
BTP	British Transport Police
DfT	Department for Transport
DLR	Docklands Light Railway
DPTAC	Disabled Persons Transport Advisory Committee
LUL	London Underground
PCO	Public Carriage Office
TfL	Transport for London
TOCs	Train Operating Companies
TVMs	Ticket Vending Machines