
Secretariat memorandum

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Agenda item: 3

PC110

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Matters arising

1 Purpose of report

- 1.1. To record matters arising from previous meetings of the Policy committee and give progress on their resolution.

2 Recommendation

- 2.1. That the report is received for information.

3 Information

- 3.1. The table at Annex A indicates the current position in relation to matters arising from previous meetings of the Policy committee.
- 3.2. Updates for inclusion in this report were invited five working days in advance of the meeting, in writing to the Committee Services team, rather than in person at the meeting.

4 Equalities and inclusion implications

- 4.1. None – report is for information only.

5 Legal powers

- 5.1. Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the same Act (as amended by Schedule 6 of the Railways Act 2005) places a similar duty upon the Committee to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

6 Financial implications

- 6.1. None – report is for information only.

No	Date	Minute	Action	London TravelWatch Owner	Status	Complete
1	23.02.16 28.06.16	5 5	Reply to Transport Minister to highlight need for better National Rail performance information and refer to London TravelWatch's achieved outcomes. Also request disaggregated data for GTR performance.	Director, Policy and Investigation	Disaggregated data for GTR has been incorporated in the report. National Rail performance data remains important and is raised as appropriate. This now forms part of London TravelWatch's ongoing work.	Complete
2	23.02.16	8	Seek funding for research into bus safety.	Policy Officer (VS)	We have now submitted our project to the Road Safety Trust. Preliminary work is ongoing in order that we can make a start as soon as funds are secured.	Complete
3	23.02.16 28.06.16	12 5	Review passenger feedback questionnaire.	Casework Manager	This may be considered at the July governance committee.	Ongoing
4	28.06.16	6	Raise issue of southern rail access to Heathrow Airport at forthcoming meeting with Department for Transport.	Director, Policy and Investigation	Ongoing issue now incorporated in work plan	Complete
5	28.06.16	C2	Update small stations report and circulate to members for comment.	Director, Policy and Investigation	Report ready for publication	Complete
6	14.03.17	5	Respond to consultation on Heathrow Airport in relation to surface access.	Director, Policy and Investigation	Response submitted	Complete
7	14.03.17	5	Monitor outcomes of Office of Rail and Road review of crowding.	Director, Policy and Investigation	The Policy Officer (KB) is monitoring the work of the ORR and will report as appropriate.	Ongoing
8	14.03.17	5	Raise with TfL the profile of the help and contact information on its website.	Director, Policy and Investigation	Raised at relevant meetings	Complete

No	Date	Minute	Action	London TravelWatch Owner	Status	Complete
9	14.03.17	7	Submit response to TfL consultation on the extension of the Bakerloo line.	Director, Policy and Investigation	Response submitted	Complete
10	14.03.17	8	Include concerns about taxi licensing and empty running from airports in consultation response.	Director, Policy and Investigation	Included in response	Complete

7 Update on Piccadilly line train fleet reliability

- 7.1. In November 2016, 50% of all the trains on the Piccadilly Line were taken out of service to correct “wheel flats” where trains had slipped on wet leaves and caused the wheels to go out of shape. While this has been resolved now, it took a very long time to get the full fleet back into service, and it is unclear why these trains in particular were so susceptible this year.
- 7.2. This fleet of trains and also those used on the Bakerloo line are the only trains used on London Underground that do not have ‘anti-slip braking’ as they were built and designed before this feature was developed. The wheels of these trains therefore need to be maintained more frequently and in a different way to more modern types of train. This requires the use of special wheel lathes to maintain the correct shape of the wheels.
- 7.3. The ‘wheel flat’ issue is also occurs on the National Rail network. In November 2015 a major problem occurred on the Abellio Greater Anglia diesel train fleet that put most of these trains out of use. As London TravelWatch understands the situation, in order to rectify this, an additional second-hand lathe was purchased from the maintainers of the London Underground Piccadilly line stock at this time without replacement, thus reducing their capacity to deal with any similar problem that might occur.