
Confidential Minutes

Agenda item: 16
Drafted: 27.09.18

Confidential minutes of the Policy committee held on 11 September 2018 at 169 Union Street, London SE1 0LL

These minutes are in addition to the public minutes of a meeting of the Committee on the same date. In that meeting it was 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.

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Present

Members

Jackie Ballard, Alan Benson, Richard Dilks, Glyn Kyle, John Stewart (Chair)

Secretariat

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| Tim Bellenger | Director, Policy & Investigation |
| Gytha Chinweze | Governance Officer |
| Janet Cooke | Chief Executive |
| Richard Freeston-Clough | Operations and Communications Manager |
| Luke Muskett | Committee and Public Liaison Officer |
| Trevor Rosenberg | Policy Officer |
| Vincent Stops | Senior Policy Officer |

Minutes

1 Confidential minutes, declarations of interest and matters arising

The confidential minutes of the Policy committee held on 12 June 2018 were agreed and signed as a correct record. There were no matters arising or additional declarations of interest.

2 Potential risks

There were no particular risks to come out of the meeting.

3 Meeting review

The Chair asked the Director, Policy and Investigation how likely he believed it would be that the new electrified trains on the Barking to Gospel Oak line would be introduced

on time. The Director, Policy and Investigation replied that both Arriva Rail and TfL had been 'extremely sensitive' on the topic and had put a huge amount of pressure on Bombardier to ensure the trains were ready to schedule. Both organisations were reluctant to take interim electric trains from other routes as it would add another layer of complexity. The Chief Executive added that following the 'PR disaster of Crossrail', TfL would be doing everything they could to ensure there was not a second delay that year.

A member enquired what would happen with regard to bus services now the pedestrianisation of Oxford Street was either delayed or no longer going to happen at all. The Senior Policy Officer stated that although there were plans to reduce services, at present buses would still run along Oxford Street. However, the principle of how TfL planned bus routes appeared to have changed radically, which could result in some passengers being left behind by the new proposed routes. The Chair asked members if they could meet to discuss the impact of the bus changes in a separate meeting to the Board and Policy sessions. The Board agreed.

A member asked for more detail on the feasibility of including step-free access on the central line platform at Bank station, particularly around the financing of the project. The Director, Policy and Investigation reiterated that he had been encouraged by the suggestion that step-free access would be easier to achieve than had previously been thought. However, he and other colleagues had been concerned that TfL had not engaged with the City of London to explore other methods of financing the project, given that they would not be allocated funds from their budget.

The Chair asked if London TravelWatch could play a role in facilitating interaction between the two organisations. The Director, Policy and Investigation replied that both he and the Senior Policy Officer had engaged with the City of London about the issue, and was awaiting their response. The Chief Executive commented that they both had done 'a huge amount of work behind the scenes'. The Chair asked the Director, Policy and Investigation if TfL did not make any progress with alternative financing for the project that he come back to the Board so they could explore the possibilities of issuing a public response in order to apply pressure.

The Chief Executive stated that with regards to Clapham Junction, during some recent disruption she had experienced at the station following a Rolling Stones concert she had attended, she had noticed that from platforms 5 to 19 not a single member of staff could be seen to be available. She remarked the experience had been the reason for her recent meeting with Paul Calvert and she would follow this up with an additional meeting in due course. The Chair asked the Chief Executive to continue to raise the matter as it was an important issue.

The Chair commented that he felt the discussions the Board had had with representatives with TfL had been very positive, and they had been able to garner a lot of information about their aims for their services moving forward. A member suggested that a letter be sent from the Chair asking the three individuals to come back to the Board in 12 months to report back on the progress they had made. The Chair agreed that it would be a good idea and something that would keep the pressure on TfL.