
Confidential Minutes

Agenda item 15
Drafted 10.3.09

Confidential minutes of the London TravelWatch Board meeting held on 10 February 2009 at 6 Middle Street

Contents

- 422 Confidential minutes**
- 423 Meeting review**

Minutes

422 Confidential minutes

The confidential minutes of both the London TravelWatch Board meeting held on 16 December 2008 and the Casework Committee Meeting held on 19 November 2008 were approved.

423 Meeting review

One member's first comment was that 'this was one of the most productive meetings I have been to', although the Chair agreed that the timing had slipped due to the last minute insertion of the item on bad weather services.

On the third runway at Heathrow, members felt that British Airport Authority (BAA) had dismissed the 2M alternative proposals to the third runway, and was presenting therefore a biased view. Members asked whether it would be appropriate to hear from other stakeholders – HS2 / Greengauge2 etc).

Newer members commented on how impressive they found the quality of the secretariat papers, on ticket office closures in particular.

The Board then considered the restructuring of the Board and Committees, based on a paper presented by the Chief Executive Officer for discussion. It was planned to review the new structure after nine months, although some members felt that a year would be a better measure. As all committees would have met by November 2009, the Chief Executive Officer had set November as the date for review.

Members were pleased to see a defined lead officer for each Committee, and reiterated the need for there to be one clear contact for meetings arrangements.

Several members raised the matter of Station Champions and borough liaison work, and the Chief Executive Officer confirmed that this was on the agenda for discussion at the forthcoming awayday. The Chair added that this matter had been raised with the Chair of the Transport Committee, who had indicated that there would be no objection to London TravelWatch working with the boroughs via London Councils, so negotiations on this were due to be underway.

Members commented and agreed that the present system of member attendance at evening meetings of local transport liaison groups was an inefficient use of time, and that interest groups did not always reflect the needs of all travellers. It was also important to work with local strategic partnerships. The matter also raised the issues of staff resources to support a high level of detailed local involvement by members.

The Chair explained that the Vice Chair was undertaking a review of the local function, which would consider the local role of members, and would take the points made into account.

There followed a lively discussion about the terms of reference of the new committees. It was agreed to proceed with the new arrangements from April 2009.

The Chair then invited members to express their preferences for membership of specific committees to the Chief Executive Officer.

The final point discussed was an invitation to sit on the Croydon Tramlink Penalty |Fares Appeal Board, but it was agreed that it would be a conflict of interest for any board member to take the invitation up.

end