
Minutes

Agenda item : 3
Final Draft : 2.12.09

**Minutes of a meeting of the Access to Transport Committee
held on 16 September 2009 at 6 Middle Street, London EC1**

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Present

Members

Onjali Bodrul, Kevin Davis (min. 4 to 11), Gail Engert (Chair), Sarah Pond, Lorna Reith, Sharon Grant (London TravelWatch Chair)

Public Gallery

Matt Winfield Manager Stakeholder Engagement, Transport for London (TfL)

Staff

Chief Executive; Committee Administrator; Streets and Surface Transport Policy Officer; Rail and Underground Policy Officer (min. 6)

Minutes

1 Chair's introduction, announcements and apologies for absence

The Chair welcomed members and guests and made the standard housekeeping announcements. Apologies were received from Andrew Probert.

2 Declarations of interest

There were no additional declarations of interest.

3 Minutes

The minutes of the meeting held on 7 July 2009 were agreed and signed for the record.

A member commented that the Royal Borough of Kensington and Chelsea Mobility Forum had an item on the agenda of its meeting on 7 September 2009 about bus stop accessibility.

4 Matters arising (AT008)

The report was noted.

5 Actions taken (AT009)

The report was noted.

The Streets and Surface Transport Policy Officer noted that the Taxi and Private Hire Vehicle Licensing Best Practice Guidance Department for Transport (DfT) Consultation had taken place after the issues arising from the Worboys case. The Chair of London TravelWatch noted that a further incident had been well publicised in the media (a man who had been convicted of the manslaughter of his wife, had applied been accepted on a course to train as a London cab driver).

6 Presentation on the new London Overground trains

The Chair welcomed the Rail and Underground Policy Officer, whose slide presentation to accompany these notes may be found on London TravelWatch website (<http://www.londontravelwatch.org.uk/document/3991/get>).

New trains would be introduced between 2009 and 2012. Trains for Barking to Gospel Oak would be introduced in 2010, but of a different design as this line was not electrified. The current trains lacked capacity and it made sense to have a standardised train fleet across the London Overground network.

London TravelWatch had been consulted on the design for the trains and a number of our suggestions had been included in the final build. One feature was that passengers could see down the length of the train, giving a better sense of security. The gangways were wider and maps of the network would be moved from their current position over the carriage doors to a new position over the seats as on the Underground. The trains would be air conditioned and double grab rails were installed (although not universally throughout the train) and priority seats would be clearly signposted and upholstered in a different colour.

The Chair of London TravelWatch asked for more detail on the cost of air conditioning, both on the new London Overground trains and buses.

Action : Committee Services

The Committee Chair raised a number of issues of concern, including bike space, the colour of seating for priority seating not being distinctive enough, all grab rails on trains should be double not single, and that the type face for the maps should be of sufficient size to be easily read from across the gangway. She also requested a photograph of where the wheelchair space would be on the trains.

The Rail and Underground Policy Officer volunteered to feed back these concerns regarding various aspects on the design of the new trains to London Overground.

Action : Rail and Underground Policy Officer

7 Euston-St Pancras interchange update (pedestrian walkway)

The Rail and Underground Policy Officer updated the meeting on progress towards a dedicated pedestrian walkway between Euston and St Pancras.

Camden council had placed a bid for street improvement money from TfL to fund the necessary improvements; funding would be required at Euston station to create and staff an exit. The Rail and Underground Policy Officer emphasised that felt that Network Rail needed to buy into the project.

Members discussed how this project would be taken forward and asked the Streets and Surface Transport Policy Officer to write a paper for the next meeting, with possible options to pursue.

Action : Streets and Surface Transport Policy Officer

8 Hail and ride overview (AT010)

The Streets and Surface Transport Policy Officer began by explaining that many new bus routes in Outer London were Hail-and-Ride routes. There were disadvantages to not having a bus stop, particularly boarding for passengers who use a wheel chair, and in general TfL prefers fixed stop services. In some locations TfL had introduced new semi-bus stop flags on Hail-and-Ride routes, which encouraged people to congregate around a common stop and provided service information.

London TravelWatch was corresponding with one London borough on the installation of bus stops on a Hail-and-Ride route. Initially the borough and TfL wanted to install fixed bus stops on the route, but after a consultation the borough had decided not to progress the scheme. The borough was reviewing its decision and has promised to respond to London TravelWatch's concerns; it would also send their equality impact assessment to London TravelWatch and the Equalities and Human Rights Commission (EHRC) had also written to them.

The Committee Chair asked for a list of London Buses' Hail-and-Ride services.

Action : Committee Services

9 'Railways for All' and step-free access (AT011)

'Railways for All' was launched in 2006, making two funds available : one for the busiest stations and another for local initiatives. London Underground Limited has a similar programme, but after Metronet went into administration and the new Mayor reviewed TfL's commitments the planned programme of works underwent some changes, with all schemes post-2010 being deferred. However, some step-free schemes for underground stations would still be covered by major infrastructure projects such as Crossrail or Thameslink.

Members discussed which stations on the deferred list should be prioritised and which criteria. The Streets and Surface Transport Policy Officer would ask LUL for details on footfall, cost and benefits.

Action : Streets and Surface Transport Policy Officer

It was also agreed to ask how many underground stations had humps on the station platforms to enable step-free access from the platform on to the train.

Action : Committee Services

10 Resolution to move into confidential session

The Committee resolved, under section 15(b) 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.

Members approved the confidential minutes of the meeting on 7 July 2009 and went on to discuss future meetings.

The next meeting would be held on 16 December 2009 at London TravelWatch's offices.

11 Glossary

DDA	Disability Discrimination Act
EHRC	Equalities and Human Rights Commission
LUL	London Underground Limited
TfL	Transport for London
TOCs	Train Operating Companies