

TRANSPORT

Briefing

[Front page](#)
[News & analysis](#)
[Intelligence & resources](#)
[Agenda & monitors](#)
[Power 200](#)
[Subscribe](#)
[About](#)
[News](#)
[Analysis](#)

TfL commits to cutting Underground delays by 30%

Posted 23/07/12

Transport for London has outlined post-Games plans to reduce London Underground delays by 30% in order to meet an election commitment made by the Mayor of London earlier this year.

Plans are currently being drawn up to cut Tube delays by 30% by 2015 and will involve further improvements to the Jubilee line, including modifications to gear and brake systems, as well as the Northern and Piccadilly line fleets.

TfL says the full programme of enhancements will be published in November 2012. Mike Brown, managing director of London Underground, said: "By building on the foundations of the reliability programme we instigated last year, my team and I are ready to rise to the challenge of reducing delays by a further 30%. We'll be focusing not only on those areas where we can do better, but also by thinking radically about how we can do things differently.

"We've already made fantastic inroads into greater reliability, even as we carry out the biggest Tube upgrade programme while keeping some of the oldest trains and signalling in Europe going until they too can be replaced. But I'm determined that we hit new heights of performance to make a Tube that is truly fit for London."

The latest plans follow the launch of the London Underground Reliability Programme in 2011 which led to the introduction of a range of initiatives to predict and prevent failures, respond more quickly to problems and roll out better equipment.

As a result delays across the network have been reduced by over 40% since 2007/08, according to TfL. Improvements which contributed to that performance uplift have included:

- The Tube's Emergency Response Unit vehicles now responding to incidents under blue-light conditions
- Fitting of covers to passenger emergency alarms on trains on the Jubilee, Northern, Piccadilly and Victoria lines, helping to prevent accidental and malicious use
- Establishing two new signalling depots at Oxford Circus and Stratford to optimise LU response to signal faults on key Olympic lines
- The development of an automatic track monitoring system on in-service Tube trains to monitor and identify where rails need remedial work or closer inspection
- Large-scale modifications to improve the reliability of components on doors, couplers, seats, and air systems on the Tube fleet

The additional 30% reduction will be achieved in part through the enhanced performance anticipated from line upgrades, but also from introducing new approaches and technology, improving signals, trains and track and looking at how staff can be used most effectively. Initiatives now being developed by LU include:

- Identifying the parts of the railway most important to achieving reliability and classifying them as 'golden assets' with dedicated asset management regimes to improve components and thereby drive up performance

London Underground: line specific plans intended to help cut delays by further 30% by 2015



RELATED ARTICLES

Clever platforms signal end for mind the gap
 Tube Lines pilots slab track after overruns
 Investigation underway to explain Bakerloo bulge
 Bank station upgrade pilots ICE procurement
 Former PPP staff campaign for TfL benefits
 TfL tenders for cool Evo Tube train design
 Contractor call for Bank Underground upgrade
 Central line trains receive makeover for Games
 Bank Underground expansion plans go on show
 No driver cabs needed on next Underground trains

- Standardising the train fleet and signalling wherever possible. For the first time LU is able to commission the same trains and signalling on the four Sub-Surface Railway lines
- Using the latest wifi technology to communicate train performance to technicians in real time, allowing them to respond more swiftly to any problems
- Conducting an in-depth review of track layouts to increase reliability and reduce delays by, for example, reducing the number of individually-designed points and crossovers so that there are fewer parts with unique maintenance requirements
- Working with suppliers to set out the improved level of reliability expected from a new piece of equipment or system. For the first time suppliers will be required to demonstrate prior to installation on the network that the equipment will deliver the promised level of reliability
- Each Tube line will have specific initiatives tailored to whether it has been recently upgraded or is using ageing equipment. For example, on the Victoria line work has already been undertaken to fix teething problems with train doors and to enable maintenance staff to remotely monitor the trains' systems using wifi. This allows staff to take real-time decisions on whether to take a train out of service to prevent more severe delays from occurring

[News index](#) [Front page](#)

[Front page](#) [News & analysis](#) [Intelligence & resources](#) [Agenda & monitors](#) [Power 200](#) [Subscribe](#) [About](#)

Transport Briefing is published by [Acumen Intelligence Ltd](#). Unless otherwise specified all content © Acumen Intelligence 2012.
We've been writing about transport infrastructure since 2002 - we also produce the [Crossrailnews](#) and [HS2 News](#) websites.
Contact Transport Briefing: email editor@transportbriefing.co.uk Follow us on Twitter [@transportb](#).