

# Transport for London

## Minutes of the Safety, Health and Environment Committee

Boardroom, 14<sup>th</sup> Floor, Windsor House, London  
10.00am, Wednesday 22 July 2009

### Members

Christopher Garnett	Chair, Member
Charles Belcher	Member
Dame Tanni Grey-Thompson	Member
Judith Hunt	Member
Daniel Moylan	Deputy Chairman
Tony West	Member

### In Attendance

Gordon Sellers	Committee Adviser
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### Staff

David Brown	Managing Director, Surface Transport
Martin Brown	Director, HSE, London Rail
Lesley Calladine	Health and Safety Director, Crossrail
Howard Carter	General Counsel
Peter Hendy	Commissioner
Richard Parry	Interim Managing Director, London Underground
Richard Stephenson	Director of Group Health, Safety and Environment
Horatio Chishimba	Secretariat Officer

Members noted that it was Judith Hunt's last meeting as a Member of the Committee following the review of Committees and Panels conducted by the Deputy Chairman. The Chair, on behalf of all the Members, thanked Judith Hunt for her work on the Committee.

The Committee welcomed the Commissioner who was attending the meeting to discuss the annual HSE Assurance Letters submitted to him by the Chief Officers.

### 11/07/09 Apologies and Declarations of Interest

Apologies for absence had been received from Ian Brown, Rob Holden and Brian Wilkinson.

Daniel Moylan declared an interest as Deputy Leader of the Royal Borough of Kensington and Chelsea, as a Director of the London Transport Museum Ltd, and as Chairman of Urban Design London. Christopher Garnett declared an interest in his capacity as a Member of the Olympic Delivery Authority.

**12/07/09**      **Minutes of the Meeting held on 18 March 2009**

The minutes of the meeting held on 18 March 2009 were approved as a correct record and signed by the Chair, subject to the minutes being amended to include an interest declared by Daniel Moylan as Deputy Leader of the Royal Borough of Kensington and Chelsea.

**13/07/09**      **Matters Arising and Actions List**

Richard Parry confirmed that a briefing note on stalled lifts was being prepared and would be provided to Tony West by the end of July 2009. **[ACTION: Richard Parry]**

**The Committee noted the Actions List.**

**14/07/09**      **Review of Terms of Reference**

Howard Carter introduced the report. In accordance with the Terms of Reference, the Safety, Health and Environment Assurance Committee would address HSE assurance including performance reporting. Significant changes in environmental policy would be considered by the Environment and Planning Panel but would still be decided by the Board.

**The Committee noted the Terms of Reference for SHEAC.**

**15/07/09**      **London Underground Quarterly Health, Safety and Environment Report**

Richard Parry introduced the report.

The Committee was informed that access and evacuation procedures at Bank Station were managed safely. The evacuation procedures, details of the training provided to staff and a general overview of Bank and similar stations would be included in a report to the September meeting of the Committee.

**[ACTION: Richard Parry]**

The overall target of six per cent testing for unannounced drugs and alcohol testing was exceeded in 2008/09. The six per cent target was also met across each line on the network. It was agreed that the proportion of people found to have alcohol in their system would be provided in a future report. **[ACTION: Richard Parry]**

The number of platform train interface incidents had exceeded the target due to an increase in the number of falls whilst boarding and alighting, and in the number of falls from platforms. Alcohol, consumed by passengers before entering the station, was a major contributory factor. The next quarterly report would provide a more detailed breakdown. **[ACTION: Richard Parry]**

Members discussed CO<sub>2</sub> and energy management issues. The overall picture of CO<sub>2</sub> emissions and the planned actions that TfL was taking in relation to carbon emissions reduction and modal shift, so as to contribute to the Mayor's CO<sub>2</sub> target,

would be reported to the new Environment and Planning Panel.

**[ACTION: Secretariat/Planning]**

The paper recycling collection activities continued to deliver excellent recycling rates, particularly when considered in the context of the increase in waste.

**The Committee noted the report.**

#### **16/07/09      Surface Transport Quarterly Health, Safety & Environment Report**

David Brown introduced the report. The Committee welcomed the reduction in the reported number of bus collisions with low bridges. The number had fallen from nine incidents in 2007/08 to three in 2008/09 - the lowest in five years. The installation of the low bridge warning facility as part of the iBus system was considered to have contributed to this reduction.

A three year analysis of falls in buses showed that 22 per cent of incidents were injuries to elderly passengers, of which seven per cent were classed as "major injury" i.e. taken to hospital. However, there was no discernible pattern in relation to falls on buses.

The Committee noted that there had been a 25 per cent increase in throughput of vehicles in the Blackwall Tunnel. Also, as part of the organisational change involving the Surface Transport safety team, a Tunnel Safety Officer had been appointed to provide assurance to TfL on suitable measures for the safety of road users. A paper on tunnel safety would be submitted to the September 2009 meeting of SHEAC.

**[ACTION: David Brown]**

The Committee was informed that the London Planes were the trees that best absorbed heat and CO<sub>2</sub> and had other environmental benefits. David Brown also confirmed that Surface Transport was looking at a type of slow-growing grass which could be grown at road sides reducing the number of visits by maintenance teams.

**The Committee noted the report.**

#### **17/07/09      London Rail Quarterly Health, Safety and Environment Report**

Martin Brown introduced the report. On 10 March 2009, an in service DLR train derailed at 1125 points on the approach to West India Quay Station while being operated in manual mode. The train had stopped at the Points Position Indicator, and on the instruction of the Controller proceeded. While the train was in motion, 1125 points moved and the route was no longer set for the train to continue. The movement of the points caused the train to derail. There were no injuries to passengers or staff. London Rail was waiting for a report from the Rail Accident Investigation Branch. Early indications pointed to a software fault which has since been resolved.

There were a number of door related issues on DLR in the quarter. The incidents were primarily associated with carriage interconnecting end doors on the new B2007 stock opening while trains were moving. There were no injuries as a result of the

incidents and DLR was working closely with Bombardier to understand how the fault occurred.

It was also reported that Skanska Grant Rail would withdraw the equipment involved in the fatal incident on the DLR at West Ham. By the end of 2009 the other companies in the joint venture would also join the programme to remove the equipment.

**The Committee noted the report.**

**18/07/09      Crossrail Quarterly Health, Safety and Environment Report**

Lesley Calladine introduced the report. It was noted that the Crossrail Construction (Design and Management) Regulations (CDM) Co-ordinators had been engaged in design and risk review meetings for a number of the Crossrail works packages. They had reviewed Pre-Construction Information Packs produced by the design teams as part of the invitation to tender process for the advanced works packages for Pudding Mill Lane, Farringdon, Liverpool Street and Whitechapel Street Stations.

**The Committee noted the report.**

**19/07/09      Corporate Directorates Quarterly Health, Safety and Environment Report**

Howard Carter introduced the report and informed the Committee that there were no accidental customer or employee major injuries during Quarter four. Also, there had been no physical assaults on employees during the quarter.

Members welcomed the increased reporting on environmental performance and the new Data Summary Appendix, which assisted in the comparison of key health and safety data across the modes.

**The Committee noted the report.**

**20/07/09      Annual Health, Safety and Environment Assurance Letters**

The Committee noted the Annual HSE Assurance Letters by each modal Chief Officer, which had been submitted to the Commissioner to review.

In relation to the London Underground Letter, Members agreed that a note be provided at the end of the year informing them of how the integration of Metronet into LU had progressed. **[ACTION: Richard Parry]**

London Rail confirmed that following TfL's acquisition of London Tramlink in June 2008 it had been discovered that, due to the state of the assets, a lot of work still needed to be done. Nevertheless, there was a significant improvement in customer satisfaction.

It was confirmed that Crossrail would be introducing integrated audits of health, safety, environment and quality and that a selection process was underway to determine which auditor Crossrail could use to provide best value.

Members agreed that a report be provided to a future meeting of SHEAC on TfL’s approach to environmental issues in construction works.

**[ACTION: Richard Stephenson]**

The Committee thanked the Managing Directors for providing the HSE Assurance Letters in a clear and uniform format.

The recommendation agreed at the July 2008 Committee meeting, that each Corporate Managing Director be requested to attend one SHEAC meeting over a period of two years to give an opportunity for Members to discuss the role and issues of their directorate in relation to HSE matters, would be implemented.

**[ACTION: Secretariat]**

**The Committee noted the report.**

**21/07/09      Swine Flu Update**

Richard Stephenson introduced the report which updated Members on TfL’s planning and preparations following the outbreak of swine flu and its subsequent classification as a pandemic.

TfL had procured a consignment of hand gel which would be distributed to members of staff, after an assessment about when to do so had been made. On the basis of the plans in place and the Government’s planning assumptions with regard to the level and severity of infections, the expectation was that services would continue normally.

The Committee commended all involved for the foresight and preparedness of TfL in resilience planning on this issue.

**The Committee noted the report.**

**22/07/09      Any Other Business**

There being no further business, the meeting closed at 11.33pm.

Chair: \_\_\_\_\_

Date: \_\_\_\_\_