

Date: 18 December 2014

Item 9: Resilience Report

This paper will be considered in public

1 Summary

- 1.1 The purpose of this paper is to update the panel on developments with resilience matters relevant to TfL since the last meeting, covering Quarter 2 of financial year 2014/15.

2 Recommendation

- 2.1 **The Panel is asked to note this report.**

3 Forthcoming Major Events

- 3.1 New Years Eve event planning is nearing completion and this year following a decision from the Mayors Office will be ticketed, with approximately 100,000 tickets being made available for this GLA event. TfL's Event Team is fully engaged in the multi agency planning of this event.
- 3.2 Plans for the London Winter Run in February 2015 are in progress, with ongoing discussions around use of the Palestra Event Liaison Facility (PELF) as event control.

4 Recent Events of Note

- 4.1 The art installation of ceramic poppies at the Tower of London, *Blood Swept Lands and Seas of Red* had significant impact on TfL's road, bus and underground networks during October and early November. Tower Hill station required significant additional controls, including operating as exit only for periods. TfL liaised with the Corporation of London to ensure safe pedestrian controls were maintained as the large crowds developed. This was dealt with effectively, including during one weekend when there were planned engineering works that closed stations on the District Line.
- 4.2 Trade Union industrial action continues to be ongoing across TfL with a number of disputes in London Underground and TfL, with a mandatory seven day notice period of industrial action short of or including strike action. Discussions are ongoing between TfL and the trade unions.
- 4.3 Taxi drivers in London staged a protest causing disruption in the roads surrounding Trafalgar Square, Whitehall and Parliament Square. However, mitigations were put

in place that minimised the disruption as far as practical to the bus and road networks.

- 4.4 Although outside the period for the report, TfL Occupational Health has worked closely with colleagues in Public Health England (PHE) to develop clear guidance to manage our approach in case the Ebola virus developed as an issue within the UK. TfL has also worked with colleagues in the New York Transportation Authority to ensure our understanding was aligned with them following the well publicised case in Manhattan. TfL have also been represented at a number of planning events through London Resilience, including attending a London regional Strategic Coordination Group meeting chaired by PHE. TfL remains well placed to deal with any changes in the situation in the UK and staff and the Trade union representatives have been kept informed throughout.

5. London Resilience Forum

- 5.1 The London Resilience Forum (LRF) met in June with the focus of the meeting being to approve a of London strategic planning frameworks covering mass evacuation, mass sheltering and communicating with the public in emergencies.
- 5.2 The next scheduled meeting of the London Resilience Forum was held on 6 October 2014, outside of this reporting period.

6 National Threat Level

- 6.1 The National threat level was changed on 29 August 2014 to 'SEVERE' for international terrorism. SEVERE is defined as that a terrorist attack is highly likely. Northern Ireland related terrorism in Great Britain (England, Scotland and Wales) continues to be assessed at 'Moderate'. This advises that Northern Ireland related terrorist attacks in Great Britain are considered to be possible, but not likely.

7 Business Continuity Management

- 7.1 There have been no business continuity plan invocations during this period.
- 7.2 A two day training and exercise workshop for the Business Recovery Management Team was delivered. A number of lessons and opportunities to take forward have been identified and are being progressed.

8 Surface Transport

- 8.1 This period saw a number of major cycling events successfully delivered in London including the Tour de France, Ride London and Tour of Britain. The Palestra Event Liaison Facility within the Surface Transport Traffic Operations Centre was stood up as Event Control for all three events.
- 8.2 There were a number of major music events taking place across London during the summer months including the Wireless Festival at Finsbury Park, British Summertime Festival at Hyde Park and London Calling Festival at Clapham Common. The Notting Hill Carnival took place in heavy rain on August Bank Holiday and was well attended despite the inclement weather. Other major events included the Invictus Games predominantly within the Queen Elizabeth Olympic

Park and the Tall Ships Regatta in Greenwich, both of which attracted significant numbers of spectators.

- 8.3 Major Ceremonial event planning continues and a pan TfL planning workshop was held with stakeholders to progress the logistics and transport planning for such events.

9 London Underground and London Rail

- 9.1 During this quarter, The Fire Brigade Union as part of a wider national dispute undertook industrial action against the London Fire Brigade. This saw normal fire cover withdrawn on a number of occasions. Effective planning meant this had limited impact on TfL. There were also some instances of industrial action within TfL, but again these had limited impact on customers.
- 9.2 Work on cyber security has continued to develop during the quarter with the focus on ensuring that the operating railway systems are protected, with continued close contact with the Centre for the Protection of National Infrastructure. TfL's Chief Information Security Officer has been assisting with the planning for further detailed audits and testing has been developed.
- 9.3 Following a suicide on the Underground at Blackhorse Road, London Rail and London Underground began a review of stations where both railway systems have services calling, aimed to ensure that the Crowd Control Emergency Plans, station emergency equipment and communication systems to the respective line controls were clear and effective. The programme has begun with Blackhorse Road and will progress to all the 'joint stations' to review and where needed revise these joint plans.
- 9.4 Planning for the autumn and winter periods begun in the quarter, with checks on leaf fall clearing, rail head treatment equipment, points heaters, PPE and staff briefings in preparation for any cold weather snap. Rail and Underground will continue to monitor this in Quarter 3, but it is believed the approach developed is increasingly robust.

List of appendices to this report:

None

List of Background Papers:

None

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