

Transport for London

Minutes of the Safety, Accessibility and Sustainability Panel

Conference Rooms 1 and 2, Ground Floor, Palestra,
197 Blackfriars Road, London, SE1 8NJ
10.00am, Tuesday 17 March 2015

Members

Charles Belcher	Chair
Michael Liebreich	Vice Chair
Sir Brendan Barber	Member
Richard Barnes	Member
Baroness Grey-Thompson DBE	Member
Bob Oddy	Member

In Attendance

Dr. Alice Maynard	Chair of the TfL Independent Disability Advisory Group
Shaun McCarthy	Adviser
David Morris	Adviser

Staff

Martin Brown	Head of Health, Safety and Environment, Rail and Corporate
Andrea Clarke	Director of Legal
Jill Collis	Director of Health, Safety and Environment
Tony Daly	Head of Safety, Surface Transport
Leon Daniels	Managing Director, Surface Transport
Allan Thomson	Lead Sponsor, Stations and Interchange Development, London Underground
Steve Hails	Crossrail Director of Safety
Brian Schiff	HSE Audit Manager, Internal Audit
Clive Walker	Director of Internal Audit
James Varley	Secretariat Officer

01/03/15 Chair's Announcements, Apologies for Absence and Declarations of Interest

Apologies for absence were received from Mike Brown and Howard Carter.

David Morris declared an interest as Chair of the Confidential Incident Reporting and Analysis System (CIRAS). There were no other interests to be declared that were relevant to the items on the agenda.

02/03/15 Minutes of the Meeting of the Safety, Accessibility and Sustainability Panel Held on 18 December 2014

The minutes of the meeting of the Safety, Accessibility and Sustainability Panel held on 18 December 2014 were approved as a correct record and signed by the Chair.

03/03/15 Matters Arising and Actions List

Jill Collis informed the Panel that the next TfL Annual Report would include information on corporate social responsibility.

David Morris requested a briefing on Night Tube prior to the meeting of the Panel on 7 July 2015. This would allow for sufficient time for him to provide appropriate assurance to the Panel and Board before commencement of the service. **[Action: Jill Collis]**

The Panel noted the Actions List.

04/03/15 Rail and Underground Quarterly Health, Safety and Environment Performance Report – Quarter 3 2014/15

Jill Collis introduced the Rail and Underground Quarterly Health, Safety and Environment Performance Report.

TfL had signed up to the Institute of Occupational Health's campaign to reduce occupational cancers. The campaign would be running for two years and TfL was leading on the diesel emissions element.

The training programme in conjunction with the Samaritans to reduce attempted suicides had seen positive effects. Staff were able to identify potential situations and had received training to be able to provide appropriate assistance.

Three prohibition notices had been received and London Underground (LU) had complied with each notice.

The proportion of LU construction and demolition waste being recycled had reduced significantly. This was the result of changes to the classifications of recyclable waste, the consequence of which was the need to increase the level of segregation. While benchmarking data against similar industries showed that LU's rate was still ahead of average, work was ongoing to address the reduction and understand the data.

Waste resulting from newspapers distributed on TfL premises was managed internally, however, costs for such activities were included in commercial contracts. The amount of waste collected from customers would be investigated and reported back to the Panel. **[Action: Martin Brown]**

Actions were continuing to address platform train interface incidents (PTIs). Stations had differing risk profiles and significant mitigation work had taken place since the 1990s when PTIs were identified as a significant risk.

Slips, trips and falls remained the biggest customer risk and a paper would be presented to a future meeting of the Panel providing further information on risk and mitigation.

[Action: Jill Collis]

Future quarterly reports would include more detail on Signals Passed at Danger incidents, to give greater context and allow a better understanding of potential consequences.

[Action: Jill Collis]

The Panel noted the report.

05/03/15 Surface Transport Quarterly Health, Safety and Environment Performance Report – Quarter 3 2014/15

Leon Daniels introduced the Surface Transport Quarterly Health, Safety and Environment Performance Report.

The Safer Lorries Scheme was being extended to include all vehicles weighing 3.5 tonnes or more, subject to a small number of exceptions. The scheme set minimum standards for mandatory safety equipment to be fitted to vehicles in London over and above the legal requirements for the rest of the country. The Industrial HGV Task Force also continued its work and so far had stopped and checked 4,226 vehicles. A targeted approach to vehicle checks resulted in 26 per cent of those being found to be compliant.

The trial of 20mph speed limits on the Transport for London Road Network was continuing and a note on the programme would be circulated in due course.

[Action: Leon Daniels]

The number of people killed or seriously injured (KSI) on the roads remained on target for the 40 per cent reduction by 2020, although figures for the most recent two months showed an increase. Work was ongoing to analyse the data to better understand the cause of the increase and put in place mitigation.

While the visibility of safety campaigns appeared to focus on victim behaviour, it was explained that a number of high profile campaigns were aimed at bus and lorry drivers and other road users.

The Panel noted that safety data differed between Surface Transport and Rail and Underground as well as the approach to safety management. This was a result of the different nature of the systems: Rail and Underground was a closed system while Surface Transport was substantially more diverse and, accordingly, had many more factors affecting safety. This created challenges in comparing data and performance between the two operating businesses.

The Panel requested a briefing on safety culture and management that would include more detailed KSI data and separation of bus data. KSI data would also be reported to the Panel on a regular basis.

[Action: Leon Daniels]

Considerable work was going into reducing NO_x emissions from buses with new clean vehicles being introduced and consideration being given to utilising emerging technologies. A paper would be presented to the next meeting of the Panel outlining the work being done to reduce NO_x emissions from buses and providing information on

how the introduction of Euro VI engines as well as other utilising fuel sources would drive down emissions to be compliant with air quality targets. **[Action: Leon Daniels]**

The Panel noted the report.

06/03/15 Crossrail Quarterly Health, Safety and Environment Performance Report – Quarter 3 2014/15

Steve Hails introduced the Crossrail Quarterly Health, Safety and Environment Performance Report.

Performance continued to improve with Reporting of Incidents, Diseases and Dangerous Occurrences Regulations (RIDDOR) and Lost Time Case rates remaining on target for the corporate objectives.

Civil engineering works were close to completion and the project was moving to the fit-out, installation and commissioning phase. Consequently, a review of appropriate safety matters had taken place and the Crossrail 'Golden Rules' were being refreshed.

Data collection for the Dust and Diesel Engine Emissions research had been completed and the results would be shared with the Advisers. **[Action: Steve Hails]**

Outside of the reporting period, the Coroner's inquest into the death of a concrete sprayer, Rene Tkacik, had taken place and the jury had ruled that the death was accidental.

The Panel noted the report.

07/03/15 Health, Safety and Environment Priorities 2015/16

Jill Collis, Steve Hails and Leon Daniels introduced the paper, which set out the priorities for each business unit within TfL.

A key part of risk management was maintaining a balance between the routine operation of safety activities as well as mitigation against bigger less frequent risks. This process was managed by the operating boards of the business units.

The Confidential Incident Reporting and Analysis System (CIRAS) was used within TfL and although it was not mandatory for bus companies, they were required to have a reporting system in place that performed the same function.

The Panel noted the paper.

08/03/15 London Underground Customer Non-Accidental Fatalities

Jill Collis introduced the paper, which provided an update on the number of non-accidental fatalities and the action being taken to reduce the number of incidents.

Work was taking place to develop and analyse data and this would be made available to Members in due course. **[Action: Jill Collis]**

The Panel noted the paper.

09/03/15 Rail and Underground New Partnership Step-Free Access

Allan Thomson introduced the paper and presentation, which provided an update on progress of the accessibility programme.

The station upgrade programme had delivered a significant increase in the number of stations that provided step-free access (SFA). This tended to be focussed on the larger stations.

In October 2014, a budget of £76.4m was made available over a 10 year period to develop a new SFA programme, which was not part of the Capital Programmes.

Journey times could be significantly improved by changes to individual stations as they would alleviate the need to find alternative points of entry to the network. The use of a system of weighting should be considered when looking at journeys.

[Action: Jill Collis]

Members discussed the benefits of the programme and the need for it to have a high priority. The Panel was highly supportive of the programme and expressed its desire to see less constraint on the phasing of the funding and to consider increased funding provision to enable the delivery of the programme to be accelerated. This would be discussed at the next meeting of the Board on 26 March 2015.

The Panel noted the paper.

10/03/15 Resilience Report

Leon Daniels introduced the report, which provided an update on developments with resilience matters relevant to TfL since the last meeting. The ticketed New Year's Eve event had gone well. There had been a general decrease in the number of people in the West End on the night. There were no particular policing or security issues and there appeared to be a reduction in anti-social behaviour including drunkenness and assaults.

A recent appointment had taken place to strengthen the resilience function in TfL and a review was scheduled to ensure the function was appropriate for the future.

The Panel noted the paper.

11/03/15 Integrated Assurance Plan 2015/16

Clive Walker introduced the paper, which presented the plan for 2015/16.

The Panel noted the paper.

12/03/15 Key Findings from Internal Audit Reports

Clive Walker and Brian Schiff introduced the paper, which informed the Panel of the Internal Audit Reports related to Safety, Accessibility and Sustainability, issued during the third quarter of 2014/15.

The Panel noted the paper.

13/03/15 Any Other Business

There being no further business, the meeting closed at 12.45pm. The next scheduled meeting would be held on Tuesday 7 July 2015 at 10.00am.

Chair: _____

Date: _____