

Transport for London

SAFETY, HEALTH & ENVIRONMENT COMMITTEE

Meeting No. 28 to be held on Thursday 6th July 2006 at 1400hrs
in the Boardroom, 14th Floor Windsor House,
42-50 Victoria Street, London SW1H 0TL

AGENDA

- | | | |
|-------|--|---------------------------|
| 14.00 | 1. Apologies for Absence | - |
| 14.05 | 2. Minutes of Meeting No. 27 held on 14 th March 2006 | - |
| 14.10 | 3. Matters Arising and Outstanding Actions Report | - |
| 14.15 | 4. LUL and the BTP – managing antisocial behaviour | Paul Crowther |
| 14.30 | 5. TfL Group H&S Annual Report 2005/06 | |
| | 5.1 Matters of note from the annual report - Oral | Richard Stephenson |
| | 5.2 External advisers response to the annual report | External HSE advisers |
| 14.50 | 6. Revised TfL Group HSE Policy | Richard Stephenson |
| 15.00 | 7. Audit Assurance Package for SHEC | Richard Stephenson |
| 15.05 | 8. Business HSE Reports | MDs |
| | 8.1 TfL Corporate | Peter McGuirk |
| | 8.2 Rail (DLR audit) | Ian Brown |
| | 8.3 LUL | Tim O'Toole |
| | 8.4 Surface Transport (Streets and LRSL audit) | Mike Weston / Peter Brown |
| 15.25 | Any Other Business | |

Date of next meeting
7th September 2006 at 1400 hours,
Windsor House, 14th Floor, Boardroom

Transport for London

MINUTES OF THE SAFETY, HEALTH & ENVIRONMENT COMMITTEE MEETING No. 27 held on 14th March 2006 in Windsor House at 1 pm

OPEN SESSION

Present:

Members:

Dave Wetzel
Kirsten Hearn
Paul Moore
Tony West

Chair

Advisers:

Richard Booth
Lord Toby Harris
Stuart Natrass

In Attendance:

Ian Brown
Dr Olivia Carlton
Peter McGuirk
Tim O'Toole
Mike Shirbon
Richard Stephenson
Mike Weston

Managing Director, London Rail
Head of Occupational Health – LU
Interim Director of Governance & Assurance
Managing Director, London Underground
Group HSE advisor
Director of Group Health, Safety & Environment
Operations Director, Surface Transport

Secretary:

Horatio Chishimba

TfL Secretariat

ACTION

01/03/06 Apologies for Absence

All Members were present.

02/03/06 Minutes of the Previous Meeting

The minutes of Meeting No. 26 held on 18th November 2005 were **agreed** and signed by the Chair as an accurate record.

03/03/06 Matters Arising and Summary of Action Points

BTP & Staff Assaults: The LU Area Commander of the BTP, Paul Crowther would attend the July SHEC meeting to inform Members of how BTP dealt with staff assaults.

Heritage Routemasters: It was agreed that a general overview of operations regarding safety of the Heritage Routemasters would

Mike Weston

be provided to the Chair.

Driving Speed Awareness Training: Mike Weston informed the meeting that the Metropolitan Police would soon start a speed awareness training course for motorists caught speeding. An estimated 200-300 drivers a day would attend the course which would cost circa £70. The course would not be available to the general public.

04/03/06 Occupational Health Improvement Plan Progress 2005/06

The Committee received the LU Occupational Health Improvement Plan which included a brief update on health activities in other areas of TfL. The Plan was presented by Olivia Carlton.

A management toolkit had been developed the previous year and was available on the LU intranet. A back pain toolkit, which included a CD Rom with exercises for back pain sufferers to try, had also been developed. These were now being adapted to make them suitable for wider use across TfL.

Stress Reduction Groups had continued in LU, using cognitive behaviour therapy techniques aimed at helping sufferers understand their symptoms and how to manage them. Olivia Carlton undertook to provide Kirsten Hearn with a demographic breakdown of stress sufferers.

Olivia Carlton

The Committee **noted** the contents of the report.

05/03/06 Review of SHEC Functioning by Members

Members received a report which reviewed the functioning of SHEC against its Terms of Reference (ToR). The report was presented by Richard Stephenson.

Three issues had been raised by the review i.e. the broadening of the ToR, Member training and provision of information relating to auditing. Richard Stephenson confirmed that HSE training would be made available to all Board members.

The Committee **noted** the review of SHEC, supported a review of SHEC's Terms of Reference and the organising of a session for Members to extend their knowledge of HSE and Resilience matters. Members also **noted** that an outline of reporting on auditing for the SHEC was being developed and that members' views on it would be sought (see minute 09/03/06 below).

06/03/06 Sustainability Unit And Reporting To SHEC

The Committee received the report presented by Richard Stephenson, which informed Members of the proposed plans for the SHEC to receive reports on environment and sustainability matters within TfL.

A Sustainability Unity, to be responsible for co-ordination of key aspects of sustainability across TfL, would be set up in General Counsel. The Unit would report to the SHEC on business plans & planning guidelines related to sustainability and any additional reports that may be necessary for it to meet its terms of reference.

Richard Stephenson did not envisage that there would be additional reporting to SHEC other than stipulated in the body of the report.

The Committee **noted** the content of the report.

07/03/06 Review of SHEC Terms of Reference

The Committee received draft revisions to the SHEC Terms of Reference and noted the addition of two key aspects related to resilience and environment and sustainability matters.

The Committee **recommended for approval** by the Board, the revised SHEC Terms of Reference.

Secretariat

08/03/06 Review of HSE in TfL's Major Projects

Richard Stephenson presented a report which informed Members of the actions arising following a review of the management of HSE risks in major projects across TfL.

The Committee **noted** the actions from the report reviewing HSE in major projects in TfL.

09/03/06 HSE Auditing in TfL

Richard Stephenson presented the report which informed Members of the HSE audit activity that was undertaken within TfL and the related supporting business processes.

The report summarised the current status of audit activity under the new structured format. The Committee noted that copies of representative types of audit had been circulated to Richard Booth for comment and review. The July SHEC meeting would receive an outline of what audit related materials/reports would be presented to future meetings.

Richard Stephenson

The Committee **noted** the content of the report.

10/03/06 Development of an HSE Assurance Letters Process

Richard Stephenson presented a report which informed Members of the pilot of the Chief Officers' Assurance Letters process and its proposed future roll out.

It was noted that the process would, in effect, be a self-assessment of business as Managing Directors would be required to sign-off HSE compliance. The pilot had worked very well and all business areas had completed their letters and had found the exercise very useful. Richard Stephenson confirmed that, due to the success of the pilot, it was the intention to proceed with a 'real' HSE Assurance Letters process.

The Committee **noted** the proposal to roll out the Chief Officers' HSE Assurance Letters process.

11/03/06 Business Planning Guidelines For 2007/08

The Committee received a report presented by Richard Stephenson. The report informed Members of the content of the health and safety, environmental, sustainability and resilience business planning guidelines for 2007/08.

The Committee **noted** the content of the report.

12/03/06 Business HSE Reports

TfL Corporate

The Committee received the TfL Corporate Directorate's HSE report presented by Peter McGuirk.

Peter McGuirk confirmed that the TfL Environment Report 2005 was published in February 2006 and was available on the TfL website.

The Committee **noted** the content of the report.

London Rail

The Committee received London Rail's HSE report presented by Ian Brown.

Ian Brown confirmed that there were no reportable assaults on staff and that documentation of 'competence to enter service' had been received from HMRI for the City Airport extension of the DLR.

The Committee **noted** the content of the report.

London Underground

The Committee received London Underground's HSE report presented by Tim O'Toole.

Tim O'Toole reported that the Health and Safety Executive had accepted a substantially revised and improved Railway Safety Case under the current regulations that reflected the results of the statutory 3-year review. HMRI was complimentary of the working relationship which existed between LU and BTP following the creation of a team which would ensure appropriate close-out on follow-up to staff assaults.

Attendance in LU remained an issue. However, Members noted that sickness absence resulting from the 7th July incidents had been resolved. Tim O'Toole emphasised management's responsibility to manage long-term sickness.

The Committee discussed the close-out of action items from investigations logged in LUSATS and Tim O'Toole made a **note** of the comments made by Stuart Nattrass regarding the number of items outstanding.

Members joined the Chair in commending management and staff involved with the Stations Energy savings performance which was ahead of target. Tim O'Toole confirmed that the original PPP contract did not incentivise Infracos for conserving energy on trains. However, dialogue with the Infracos had begun to determine whether standards for delivering energy savings could be put in place.

The Committee **noted** the content of the report.

Surface Transport

The Committee received Surface Transport's HSE report presented by Mike Weston.

Members noted the Independent Audit of the Streets Safety Management System and, in particular, the comment in the audit in relation to the poor attendance of directorates within Streets at the opening and closing meetings. The Committee noted the need to ensure that SMS had full involvement of all directorates within Streets. Peter Brown, Chief Operating Officer for Streets, was committed to the implementation of the recommendations of the audit. It was **agreed** that Peter Brown would be invited to attend the next Committee meeting to provide an update on progress against the action plan.

Richard
Stephenson

Investigations into the Limehouse Link Tunnel fire were continuing and were expected to be concluded in mid 2006. TfL was working closely with the bus manufacturer to determine the cause of the fire.

London Trams Incidents: Mike Weston undertook to provide Stuart Nattrass with more detailed information on tram collisions.

Mike Weston

Overcrowding at Bus Stops: Following discussion of overcrowding at bus stops Mike Weston confirmed that marshalls were employed at bus stops only when there were special events. It was **agreed** that the Committee would be provided with an update on overcrowding at bus stops.

Mike Weston

The Committee **noted** the content of the report.

13/03/06 **Any Other Business**

Paper Circulated Outside Of SHEC Meeting

"Speed Management and Road Safety": The Committee noted the content of a paper on speed management and road safety and in particular, that the report indicated that for urban main roads, a 1mph decrease in average speeds could be expected to reduce casualties by around 6%.

It was also noted that 2007/08 would see a change in Safety Camera funding. Funding for safety cameras would no longer come from fines but directly from a DfT grant. It was **agreed** that a paper with further information on Safety Camera funding would be circulated to Members outside of the meeting.

Mike Weston

There being no further business the meeting closed.

Signed: _____ Chair

TRANSPORT FOR LONDON

OPEN SESSION SAFETY, HEALTH & ENVIRONMENT COMMITTEE OUTSTANDING ITEMS REPORT AND ACTION LIST 28

OUTSTANDING ITEMS:

Target Meeting Date:	Description:		Minute No.
06.07.06 AGENDA Item 8 refers	LUL, Rail, Surface Transport and Corporate Directorates HSE Performance Reports	Tim O'Toole Ian Brown Richard Webster / Peter Brown Peter McGuirk	Standing Item
06.07.06 AGENDA Item 7 refers	Determine how best to provide the Advisors with access to relevant information around audit processes and findings and develop a report for SHEC	Richard Stephenson	Meeting No. 24 26/06/05
06.07.06 AGENDA Item 7 refers	To provide an outline of what audit related materials / reports would be presented to future meetings.	Richard Stephenson	Meeting No. 27 09/03/06
06.07.06 AGENDA Item 8.4 refers	Independent Audit of the Streets Safety Management System - Peter Brown to attend SHEC to provide an update on progress against the action plan.	Richard Stephenson / Peter Brown	Meeting No. 27 12/03/06
COMPLETE – this was dealt with at the March SHEC meeting & an action plan circulated to members	Review of HSE in Major Projects - The recommendations of the review would be considered in conjunction with the relevant business units and the outcome reported back to SHEC.	Richard Stephenson	Meeting No. 26 41/11/05

ACTION LIST:

Status:	Description:		Minute No:
06.07.06 AGENDA Item 4 refers	Consider how the outcomes of prosecutions for staff assaults were recorded, what the outcomes tended to be and how successes were communicated to staff and report back to a future SHEC meeting.	Fiona Smith (Mike Brown)	Meeting No. 25 32/09/05

06.07.06 AGENDA Item 4 refers	Paul Crowther, Area Commander LU Area, BTP, would be invited to present to a future meeting of SHEC on how BTP were dealing with staff assaults on the Underground.	Tim O'Toole	Meeting No. 25 32/09/05 Meeting No. 26 39/11/05
TBA – to be presented to a future meeting of SHEC	Dr Olivia Carlton, LU Head of Occupational Health, would be invited to a future meeting of SHEC to give a detailed presentation on sickness figures in TfL.	Tim O'Toole	Meeting No. 41/11/05
Dr Olivia Carlton to e-mail Kirsten	To provide Kirsten Hearn with a demographic breakdown of stress sufferers.	Dr Olivia Carlton	Meeting No. 27 04/03/06
To be submitted to the September Board with the revised Standing Orders	Review of SHEC Terms of Reference – to be sent to the TfL Board for approval.	Secretariat	Meeting No. 27 07/03/06
Verbal update to be provided at SHEC on 06.07.06	To provide SHEC with an update on overcrowding at bus stops.	Mike Weston	Meeting No. 27 12/03/06

COMPLETE Details previously circulated to members	Details of the Driving Course offered to motorists caught driving just over the speed limit.	Mike Weston	Meeting No. 26 39/11/05
COMPLETE Sent to Members on 22.12.05	Reply for the Secretary of State regarding the DfT decision not to support the installation of additional cameras by the London Safety Camera Partnership, to be circulated to members of SHEC.	Peter Hendy	Meeting No. 26 39/11/05
COMPLETE E-mailed to Dave Wetzel	A general overview of operations regarding safety of Heritage Routemasters to be provided to the Chair.	Mike Weston	Meeting No. 27 03/03/06
COMPLETE Information sent to Stuart Natrass	London Trams Incidents – to provide Stuart Natrass with more detailed information on tram collisions.	Mike Weston	Meeting No. 27 12/03/06
COMPLETE Paper circulated by Chris Lyons	A paper with further information on Safety Camera funding to be circulated to members of SHEC.	Mike Weston	Meeting No. 27 13/03/06

TRANSPORT FOR LONDON

STAFF SUMMARY

SAFETY HEALTH AND ENVIRONMENT COMMITTEE

SUBJECT: TfL Group Health and Safety Annual Report

MEETING DATE: 6th July 2006

1. PURPOSE

To provide the SHEC meeting with a summary of health and safety performance across TfL for the 2005/6 period.

2. BACKGROUND

This is the third annual health and safety performance report produced by Transport for London. The environment section to the report has not been included for 2005/6 due to conflicting reporting timescales. A full environment report for 2005/6 will be provided in quarter 2 2006/7.

3. KEY POINTS

This report addresses the period from April 2005 to March 2006 and, where relevant, comparisons with 2004/5 and earlier years' performance has been provided. Road safety data have been provided for the calendar year January to December 2005. Any enforcement actions made against TfL or the businesses are not addressed here but are provided separately to this report.

The tragic events on the 7th July 2005 had the largest health and safety impact on TfL and its customers for the 2005/6 period. The impact of the attacks and the follow-up to them have been extensively addressed elsewhere and in reports to SHEC and are therefore not addressed in detail in this report.

4. IMPACT ON FUNDING

There is not anticipated to be any direct impact on funding over and above funding already identified for HSE Management System improvement across TfL.

5. RECOMMENDATIONS

The SAFETY HEALTH AND ENVIRONMENT COMMITTEE is requested TO NOTE the content of this paper.

TfL Group Health and Safety Report – 2005/2006

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Executive summary

Background

This is the third annual health and safety performance report produced by Transport for London. The report is a summary of health and safety activity over the past 12 months and, where appropriate, comparison with previous years is provided. The environment section to this report has not been included for 2005/6 due to conflicting reporting timescales. A full environment report for 2005/6 will be provided in quarter 2 2006/7.

Introduction

This report addresses the period from April 2005 to March 2006 and, where relevant, comparisons with 2004/5 and earlier years' performance has been provided. Road safety data have been provided for the calendar year January to December 2005. Any enforcement actions made against TfL or the businesses are not addressed here but are provided separately to this report.

The tragic events on the 7th July 2005 had the largest health and safety impact on TfL and its customers for the 2005/6 period. The impact of the attacks and the follow-up to them have been extensively addressed elsewhere and in reports to SHEC and are therefore not addressed in detail in this report.

Progress Against H&S Plans

All modes have annual H&S plans which are monitored by senior management and performance reported on. As HSEMS (management system) implementation continues, the modes have developed more stringent HSE objectives and plans that are linked to the findings from HSE performance monitoring. The majority of objectives have been achieved and management attention in this area remains a key driver through which improvements in HSE management are delivered.

HSE Management Systems

There has been less substantial change to the HSEMSs across TfL than in previous years. Over the past 12 months, work has been focussed on implementation of the HSEMS. Several of the modes have developed additional standards to ensure all risks are addressed and to provide local managers with tools to address mode specific issues. LUL has commenced a scheduled full review of their HSEMS.

A HSE assurance letters process has been agreed with the modes whereby the Chief Officers will report on their mode's status against 10 statements relating to management of HSE. The assurance letters will be provided to the Commissioner, reported to the Safety Health and Environment Committee and used as a starting point for future HSEMS audits. All modes took part in the dry run in 2005/6 and the assurance letters process will 'go live' in Q1 2006/7.

Audits

As the HSEMSs become more established the level of HSE assurance activity has increased. There has also been increased auditing of 3rd party suppliers to ensure contractors' management of HSE is consistent with TfL's. In 2005/6 LUL, DLR and Streets have all undertaken independent HSEMS audits.

The LUL audit plan was completed and signed off by LUL's senior management. LUL's HSEMS has been subject to 3rd party independent audit by (Arthur D Little). This 3rd annual audit by ADL was completed in 2005/6.

Surface Transport completed its third year of health and safety audits of the bus operating companies, with the audits becoming more detailed and generating more actions as a result. The programme of bus station and river pier audits was completed to programme with actions and trends identified and passed to senior management. The first independent health and safety audit of Streets was completed this year by the Royal Society for the Prevention of Accidents (RoSPA) and the recommendations were presented to the Directors for implementation.

The annual Railway Safety Case audit, addressing all aspects of operational safety on the DLR network and the operational responsibilities of the concessionaire for the Lewisham extension, City Greenwich Lewisham Rail Link PLC and the City Airport Rail Extension (CARE) has been completed.

Safety Performance

Employees

The total TfL employee major injury rate for 2005/6 was 88.7 per 100,000 employees. This is an improvement on 2004/5 (93.1 per 100,000 employees) and is significantly lower than the national average of 237.9 major injuries per 100,000 employees. The TfL value is made up of 16 major injuries in total; 6 within Surface Transport (rate of 160 per 100,000) and 10 within London Underground (rate 74 per 100,000).

The previous increase in LUL employee assaults has been halted and an 8% reduction on 2004/5 values recorded. This comprised a 13.6% reduction in verbal assault and a 4.7% decrease in physical assault. The number of assaults for the other modes, which do not have as many public facing employees, remain consistently low but still a concern.

Customers

The tragic events on the 7th July 2005 resulted in 56 fatalities and more than 700 people injured, many seriously. The incidents from the July events have not been incorporated into incident trend data so as to not obscure the underlying trends.

There were a total of 5 other customer fatalities for TfL in 2005/6, 2 in LUL and 3 in London Bus Services Ltd (LBSL). This is the second year running TfL has reduced the number of customer fatalities by 1. Whilst each of these fatalities is much regretted it must be borne in mind that these were associated with a TfL total of more than 2.6 billion customer journeys. With regards to customer major injuries, of most concern was the high level in Surface Transport compared to the other modes. DLR has achieved a significant reduction in customer assault rate again this year, bringing its rate in line with other TfL modes.

Major incidents

Using the criteria for major incidents as defined in section 4 of this report LUL had 5 incidents. Surface transport had 8. London Rail and the Corporate Directorates had no major incidents.

Health

Sickness absence within TfL remains higher than the national average for public sector workers. Work to address this trend is being lead by Group Human Resource Services with the TfL Occupational Health team and is risk based addressing mental health,

musculo-skeletal health and colds and 'flu. Health and wellbeing pilots are underway across TfL to educate employees in making lifestyle changes to improve their health both in and outside of the working environment.

Road Safety 2005

Road safety performance has been provided for 2005. Overall road safety continues to improve, in keeping with the more stringent targets set by the Mayor in 2006. However, there has been an increase in cyclist killed or seriously injured incidents (KSIs) across the Greater London Roads and powered two wheeler KSIs within the London Road Network and performance is currently worse than that required in order to achieve the 2010 targets.

26,742 road traffic collisions occurring on the public highway and resulting in personal injury were reported to the Metropolitan and City Police within Greater London during 2005. This represents a 7% decrease compared with 2004. These 26,742 collisions resulted in 31,830 casualties. Of these 214 were fatally injured, 3,436 were seriously injured and 28,180 were slightly injured.

Fatalities in 2005 have fallen by 1%, from 216 to 214, compared with 2004. Serious injuries decreased by 13%. Slight injuries decreased by 7%. Following a 12% decrease in the 12 months ending December 2005, all fatal or seriously injured casualties were 45% below the 1994-98 average. However, for fatalities, it should be noted that a reduction of 2% in fatalities compared with 2004, brought them 14% below the 1994-98 average by 2005.

In 2005, 154 out of the 214 fatalities (72%) were people external to vehicles (pedestrians, pedal cyclists and powered two-wheeler users), this compares to 69% (147 out of 216 fatalities) in 2004.

TfL Group Health and Safety Report 2005/06

Background

This is the third year for which Transport for London (TfL) has produced an annual report of health and safety performance. There has been less significant structural change within TfL in 2005/6 compared to previous years and this has aided further progress in co-ordinating and aligning HSE activity across all TfL modes. The environment section to this report has not been included for 2005/6 due to conflicting reporting timescales. A full environment report for 2005/6 will be provided to later in 2006/7.

Introduction

This report provides a summary of health and safety performance across all TfL companies from April 2005 to March 2006. Where relevant, comparisons with 2004/5 and earlier years' performance have been provided. Road safety data has been provided for the calendar year January to December 2005. The report does not address HSE enforcement actions against TfL or the businesses. These will be reported separately.

The tragic events on the 7th July 2005 had the largest health and safety impact on TfL and its customers for the 2005/6 period. The impact of the attacks and the follow-up to them have been extensively addressed elsewhere, including reports to SHEC, and are therefore not addressed in detail in this report.

TfL continues to work with a number of organisations to learn lessons from investigations into the events.

1. Progress against HSE plan/objectives

1.1 London Underground Limited

London Underground (LUL) produces an annual safety improvement plan based on research and analysis that identifies reasonably practicable opportunities for improvement. The table below summarises performance against the LUL 2005/6 Safety Plan.

Detailed programmes of work with defined milestones, completion dates and accountable managers for delivery exist for all of LUL's safety improvement activities. All such programmes are recorded and monitored via the LUL Safety Action Tracking System (LUSATS). Actions shown as on-going are longer term improvement activities with multiple sub-programmes that are added to each year during the life of the overall improvement activity.

Objective	Target	Status
<p>1. Reduce priority residual risks as low as reasonably practicable</p> <ul style="list-style-type: none"> • Platform/Train Interface • Derailment • Safety on the track - The new design of self-testing current rail indicator devices were deployed across the LUL network by the target date of July 2005. Subsequently however, a design defect was detected and all of the devices have been recalled for modification. As a result a new target to roll out the modified devices has been set • Workplace violence – As a result of the July bombings and the protracted consultation process on the introduction of the shorter working week for station staff this work has been re-programmed • Signals Passed at Danger (SPADs) • Risk assessment model and processes 	<p>Mar 2006 On-going Sept 2006</p> <p>April 2007</p> <p>On going Dec 2006</p>	<p>Completed On target Completed but rework required</p> <p>Re-programmed</p> <p>On target On target</p>
<p>2. Continue to simplify LUL's standards and related assurance regime</p> <ul style="list-style-type: none"> • All standards within the Phase 3 project issued • Complete the review of the critical standards interactions • Assurance regime review and rationalisation • LUL Reference Manual rationalisation • Acceptance of the revised LUL Railway Safety Case • Achieve compliance with the new Railway Accident Investigation and Reporting Regulations 	<p>Mar 2006 Oct 2005</p> <p>On-going On going Oct 2005 May 2005</p>	<p>Complete Complete</p> <p>On target On target Complete Complete</p>
<p>3. Further enhance the health and safety competencies of LUL managers and staff</p> <ul style="list-style-type: none"> • Safety coaching programme for senior managers • Improve safety decision making and better use of the risk assessment models • Improved definition of safety management accountabilities • Enhancement of incident management skills and processes – this work has been expanded and re-programmed • Development of structured health and safety topic briefings <p>Competence assurance programme for service control staff – this has been reprogrammed to take account of the restructuring of the service control function, which was not known about when this work was</p>	<p>Mar 2006 Dec 2005</p> <p>Mar 2006</p> <p>Nov 2007</p> <p>Dec 2005</p> <p>Mar 2007</p>	<p>Complete Complete</p> <p>Complete</p> <p>On target</p> <p>Complete</p> <p>On target</p>

originally scheduled (in 2000)

1.2 Surface Transport

Streets

Objectives	Target	Status
<p>Audit Programme of audits to measure level of compliance of statutory obligations as a Highways Authority to undertake inspections of highway and utilities works.</p> <ul style="list-style-type: none"> • Independent audit of Streets health and safety management system. • Audit of arrangements for managing construction projects within the Signals remit. 	<p>Mar 2006</p> <p>Dec 2006</p> <p>Mar 2006</p>	<p>Complete</p> <p>Complete</p> <p>Complete</p>
<p>Health and Safety Management System</p> <ul style="list-style-type: none"> • Monitor changes in OHS&W Legislation and ensure relevant changes are reflected in standards ensuring best practice. • Develop guidance on appropriate means of implementing requirements of SMS standards. 	<p>Mar 2006</p> <p>Mar 2006</p>	<p>Complete</p> <p>Complete</p>
<p>Risk Assessment</p> <ul style="list-style-type: none"> • Review 10% of existing risk assessments. • Continue development of model for common tasks. 	<p>Mar 2006</p> <p>On going</p>	<p>Complete</p> <p>Complete</p>
<p>Planned General Inspections (PGI)</p> <ul style="list-style-type: none"> • Undertake programme of PGIs of offices/premises occupied by Streets staff to ensure premises meet with fire and workplace Legislation. 	<p>March '06</p>	<p>Complete</p>
<p>DSE Assessments</p> <ul style="list-style-type: none"> • Undertake assessments following notification of new starters, moves, staff concerns ensuring workstations meet with, as a minimum, current statutory requirements. 	<p>On going</p>	<p>On going</p>
<p>Planning Supervisor</p> <ul style="list-style-type: none"> • Undertake role, advising client areas of suitability of contractor RA, method statement submissions. • Prepare and ensure that project safety file is maintained by the client area. • Develop and maintain fault tree analysis for projects. • Assist in implementing a consistent mechanism to manage CDM processes across duty-holders areas. 	<p>Project specific time frame.</p>	<p>Individual project dates met.</p>
<p>CDM Toolkit</p> <ul style="list-style-type: none"> • Ensure that CDM database is maintained. • Lead on user group and future development. 	<p>On going</p> <p>On going</p>	<p>On going</p> <p>On going</p>

• Provide secured access for external partners.	Dec. '06	Some slippage
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Surface Transport (Public Transport)

London Bus Services Ltd (LBSL)

Objective	Target date	Status / date completed
<p>1. Improve driving standards across the London Bus Network</p> <ul style="list-style-type: none"> • Ensure all drivers with greater than 1 year's service meet the BTEC standard by December 2005 • Continue roll-out of BTEC training for all drivers and service controllers • Finalise / implement process for bus operator medical audit by January 2006 • Identify process to review drive simulator impact 	<p>Dec. 2005</p> <p>Ongoing</p> <p>Jan 2006 March 2006</p>	<p>Complete</p> <p>On target</p> <p>Complete Complete</p>
<p>2. Maintain / improve engineering standards across the London Bus Network</p> <ul style="list-style-type: none"> • Continue process of EQM • London Buses to integrate CCTV and notices into reporting process • Monitor long term trends from EQM system and liaise with operators identifying any major areas of concern for further action. 	<p>Ongoing March 06</p> <p>March 2006</p>	<p>4 weekly reviews Complete</p> <p>Complete</p>
<p>3. Reduce the likelihood of criminal and anti-social behaviour across the London Bus Network</p> <ul style="list-style-type: none"> • During the review process of Transintell ensure that appropriate focus is given to bus operation. • Following the review of Transintell, work closely with TPED to carry forward any recommendations so that the needs of bus operation are met. • Implement an electronic reporting system for bus stations for crime and disorder issues to compliment the information entered into Log Books by September 2006. • Review the London Buses input into the Tasking and Compstat process that drives MPS tasking by March 2006. • Review and re-focus the activities of the Route Support Co-ordinators so they have a greater input into the tasking process of TOCU staff by March 06. 	<p>Ongoing</p> <p>Ongoing</p> <p>Sept 2006</p> <p>March 2006</p> <p>March 2006</p>	<p>Being implemented On target</p> <p>On target</p> <p>Complete</p> <p>Complete</p>
<p>4. Reduce Passenger injuries</p> <ul style="list-style-type: none"> • Complete review of handrails and stanchions by September 2005. • Rationalise safety related bus information by March 2006 	<p>Sept 2005</p> <p>March</p>	<p>Complete</p> <p>Complete</p>

<ul style="list-style-type: none"> • Improve upon the rate of 2.15 per million passenger journeys for the three years April 2002 to March 2005 	2006 Ongoing	Target met
<p>5. Reduce members of the public injury rates</p> <ul style="list-style-type: none"> • Improve upon the rate of 3.04 per million bus miles operated for the three years April 2002 to March 2005 • Include reversing buzzers within new vehicle specification by March 2006 • Roll out of bus driver training DVD by end March 2006 • Roll out of bus driving simulator by end March '06. 	Ongoing March 06 March 06 March 06	Target not met (rate of 3.83 reported) Complete Some slippage Complete
<p>6. Reduce the likelihood of significant incidents</p> <ul style="list-style-type: none"> • Commence trials on new iBus low bridge system by March 2006 • Complete installation of CCTV on all vehicles by end December 2005. • Improve reporting arrangements to ensure all incidents relating to bus fires are recorded. • Implement engine based fire suppression units across new fleet vehicles and review arrangements for retrofit of units on existing fleet by end December 2005. • Include smoke detection on upper deck of new buses from February 2006 	March 2006 Dec 2005 Dec 2005 Dec 2005 Feb 06	On target Complete Complete Complete Complete
<p>7. Improve good safety practice within bus infrastructure</p> <ul style="list-style-type: none"> • Ensure all shelters have a power supply (either mains or solar) by September 2006. • Circulate reviewed guidelines for bus stop / shelter siting by March 2006 • Implement agreed recommendations from Safety Surveys to agreed timescales. • Complete programme of condition audits and electrical inspections of all bus stops and shelters by March 2006 • Monitor progress of actions from bus station risk assessments at Regional Managers meetings 	Sept 2006 March 2006 Ongoing March 2006 Ongoing	On target Some slippage On target Complete On target
<p>8. Improve Safety Management across the London Bus Network through introduction of contractor/ operator assurance regime.</p> <ul style="list-style-type: none"> • Conduct follow up audits of all bus operators against requirements of the 'Bus Operators Health and Safety Assurance regime' by end March 2006. • Report on overall findings from first year of audits by end March 2006 	March 06 March 06	Complete Complete

<ul style="list-style-type: none"> • Appoint new safety advisor by end January 2006 • Review London Service Permit operator safety documentation 	Jan 2006 Ongoing	Complete On target
9. Promotion of Health and Safety within London Buses <ul style="list-style-type: none"> • Improve upon the London Buses employee lost time injury rate 3.50 per 1000 employee . • Improve the programme of quarterly governance meetings by end December 2005. 	Ongoing December 2005	Target met Complete
10. Development and implementation of performance based safety management system for each business to meet. <ul style="list-style-type: none"> • Complete review of the H&SMS for roles and responsibilities by March 2006 • Implement SMS procedure for safety tours / inspections by end March 2006. • Complete review for local level Organisation and Arrangements and implement process by end march 2006 	March 06 March 06 March 2006	Not completed Some slippage Some slippage

East Thames Buses (ETB)

Objective	Target date	Status / date completed
1. Improve driving standards across all East Thames Buses. <ul style="list-style-type: none"> • BTEC training all Drivers that have been with the company for more than one year to be trained by 31st December 2005 and all other drivers • Review the results of the customer satisfaction survey by depot at the H&S governance meeting. • Review ATLAS reports at the governance meeting • Assess the driving standards of Drivers with over 4 incidents in the rolling years 	April 2006 Ongoing Ongoing Ongoing	Complete Some slippage On target On target
2. Maintain / improve engineering standards across East Thames Buses <ul style="list-style-type: none"> • Average no more than 7 demerit points per vehicle • Review demerit mark trends by garage and vehicle type at the H&S governance meeting. • Review mystery traveller survey trends by garage at the H&S governance meeting 	Av. 6.25 Ongoing Ongoing	Target met Some slippage Some slippage
3. Reduce passenger Injuries. <ul style="list-style-type: none"> • Review accident reports at the governance meeting. • Hold 2 accident review seminars. 	Ongoing April 2006	On target slippage

4. Reduce Members of the Public Injury rates. <ul style="list-style-type: none"> Review accident reports at governance meeting. 	Ongoing	On target
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5. Improve good safety practice within East Thames Buses <ul style="list-style-type: none"> Hold H&S Governance Meetings monthly Independent inspections Implement an internal planned safety inspections Review safety inspections at the H&S Governance Meeting. Produce Organisation and Arrangements for Safety document Produce an action plan for the re launch of the Safety Management System. 	April 2006 Jan 2006 Jan 2006 April 2006 March 2006 March 06	Complete slippage Ongoing slippage Some slippage Not started
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Dial-a-Ride (DaR)

Objective	Target date	Status / date completed
1. Improve driving standards across all Dial-a-Ride. <ul style="list-style-type: none"> Implement modified customer satisfaction survey by the 1st Jan 2006. Review the results of the customer satisfaction survey by depot at the H&S governance meeting. Initialise BTEC training program by the 1st April 2006 Record all accidents on Atlas by 1st April 2006 	Jan 2006 Ongoing April 2006 April 2006	 Some slippage Complete Complete
2. Maintain / improve engineering standards across Dial-a-Ride East Thames Buses <ul style="list-style-type: none"> Average no more than 10 demerit points per vehicle Review demerit mark trends by garage and vehicle type at the H&S governance meeting. Review customer survey trends by garage at the H&S governance meeting 	Ongoing Ongoing Ongoing	Target met 5 Not started Not started.
3. Reduce passenger Injuries. <ul style="list-style-type: none"> Review accident reports at the governance meeting. Reduce passenger accident rate Record all accidents on Atlas by 1st April 2006 Hold 2 accident review seminars by 1st April 2006. 	Ongoing Ongoing April 2006 April 2006.	Complete Ongoing Complete Some slippage
4. Reduce Members of the Public Injury rates. <ul style="list-style-type: none"> Review accident reports at the governance meeting. Reduce member of the public accident rate. 	Ongoing Ongoing April 2006	Complete Ongoing Complete

<ul style="list-style-type: none"> Record all accidents on Atlas by 1st April 2006 Hold 2 accident review seminars by 1st April 2006. 	April 2006	Some slippage
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London Trams

Objective	Target date	Status / date completed
1. Complete 6 monthly and annual reviews of the SMS and ensure that the SMS is developed to reflect emerging divisional responsibilities	Sept 2005 March 2006	Complete
2. Develop and implement health and safety reporting requirements for the London Trams Management Board	Sept 2005	Complete
3. Ensure that safety deficiencies on Tramlink are identified and enforcement actions taken promptly in accordance with the provisions of the Concession Agreement	Ongoing	Some slippage
4. With TCL, implement a tramway safety and security marketing campaign with particular emphasis on the completion of on tram CCTV.	Sept 2005	Complete
5. All technical and management staff in London Trams to receive training in the updated CDM regulations	Sept 2006	On target
6. Obtain internal and external safety approvals (including HMRI) for WLT and CRT in accordance with project governance requirements and agreed programmes.	Ongoing	Ongoing

Victoria Coach Station (VCS)

Objective	Target date	Status / date completed
1. Improve and maintain good safety practice within the Coach Station. <ul style="list-style-type: none"> Management responsibilities in place by beginning of June, individual training courses to be completed summer 2005. Contractor management regimes to be in place end July 2005. 	Sept 2005	Complete
	July 2005	Complete
2. Improve and maintain pedestrian safety within and around the coach terminals. <ul style="list-style-type: none"> New Mobility Lounge to be complete end September 2005 New signage and ground markings within Arrivals terminal October 2005 	Sept 2005	Slippage
	Oct 2005	Slippage

<ul style="list-style-type: none">• Streetscape plans in place by March 2006• Elizabeth Street tunnel complete January 2006.	March 06 Jan 2006	Slippage Slippage
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<p>3. Review procedures relating to national security issues and develop contingency plans. Review general Emergency Plans.</p> <ul style="list-style-type: none"> • Emergency plan review complete and implemented June 2005. • BPR complex arrangements in place June 2005 • Contingency plans complete end September 2005 	<p>June 2005 June 2005 Sept 2005</p>	<p>Complete Complete Complete</p>
<p>4. Improve and maintain personal security within the Coach Station.</p> <ul style="list-style-type: none"> • Develop existing relationships with Metropolitan Police and TPED. 	<p>Ongoing</p>	<p>On target</p>

London River Services Ltd (LRSL)

Objective	Target date	Status / date completed
<p>1. Improve and maintain good safety practice on LRS piers.</p> <ul style="list-style-type: none"> • Complete a safety audit of all operational piers by end March 2006 • Complete pier condition and safety surveys quarterly at all operational piers by end March 2006 • Ensure statutory equipment safety inspections of electrical equipment, fire extinguishers and life jackets are always up-to-date 	<p>March 06 March 2006 Ongoing</p>	<p>Completed Complete On target</p>
<p>2. Maintain / improve safety standards on LRS piers licensed and contracted riverboat services.</p> <ul style="list-style-type: none"> • Complete audits of at least –six scheduled service or principal charter operators by March 2006 • Review audit regime to ensure that it remains up-to-date with changes in legislation 	<p>March 2006 Ongoing</p>	<p>Completed On target</p>
<p>3. Ensure disabled access ramp rider for Greenwich Pier is safe for use.</p> <ul style="list-style-type: none"> • Complete non-public tests and risk assessment prior to making available for public use 	<p>Ongoing</p>	<p>Some slippage</p>

Public Carriage Office (PCO)

Objective	Target date	Status / date completed
<p>1. Improve taxi driver standards</p> <ul style="list-style-type: none"> • Continue to monitor taxi driver proficiency tests, undertaken by the Driving Standards Agency on behalf of the PCO • Continue to review options for scope, delivery and implementation of additional skills training for 	<p>Ongoing Disability Equality</p>	<p>Considering half day</p>

applicants and taxi drivers	DVD now discussed at final appearance	training for all new taxi licensees.
2. Improve taxi safety <ul style="list-style-type: none"> • Improve the first time pass rate for annual taxi inspections • Review options for introduction and delivery of emissions strategy and review success of emissions reduction, in line with the GLA and Mayoral emissions strategy 	April 07 1 July 06	Oct 07 1 July 08
3. Improve private hire operator standards <ul style="list-style-type: none"> • Ensure targets for minimum number of compliance visits per year to licensed operators are met • Continue to prosecute unlicensed operators and suspend/revoke licences where appropriate 	ongoing Ongoing	Successful - over 2 pa. doing
4. Improve private hire driver standards <ul style="list-style-type: none"> • Complete licensing of existing pool of registered drivers by July 2006 	July 2006	Dec 06
5. Improve private hire vehicle standards <ul style="list-style-type: none"> • Complete first annual re-licensing cycle by April 2006 	April 2006	Done
6. Improve safe travel for taxi and private hire passengers, especially on street and at night <ul style="list-style-type: none"> • Support TOCU and continue initiatives to reduce number of illegal touts • Review options for scope, introduction and delivery of a marshalled rank trial • Review trial scheme of street furniture at taxi ranks and if successful commence full roll out 	ongoing Cranbourn e St; Bromley in place	Long term Kingston, Romford, later 2006
7. Promote health and safety within the PCO <ul style="list-style-type: none"> • Continue to monitor staff accidents • Continue to review current systems and promote best practice. Participate in Surface Transport and TfL Health and Safety development. • Conduct DSE assessments • Health and Safety committee to continue to meet quarterly to review health and safety policy and practice • Monitor performance against the Health and Safety Management System and report quarterly to the Safety Health and Environment Committee 	ongoing Quarterly	few reported Doing this Done

1.3 TfL Corporate Directorates

Objective	Target	Status
1. Implement DSE Assessment Tool <ul style="list-style-type: none"> Introduce on-line training and risk assessment package (DSeasy), Develop programme for extension across the Mode. work with, LogicaCMG to build HSE compliance into the procurement and workstation installation 	March 2006 March 2006 March 2006	Complete Complete Ongoing
2. Improve employee health and safety through HR <ul style="list-style-type: none"> Work with HR to develop arrangements for risk assessing vulnerable employees Provide suitable HSE content into the 'New Manager Induction Training for roll-out. Introduce framework and guidelines for effective HSE consultation with employees. 	March 2006 March 2006 March 2006	Complete Complete Some slippage
3. Increase HSE content in procurement process <ul style="list-style-type: none"> Develop tool to assist those purchasing in identifying and managing HSE risks Get 'buy in' from Group Procurement Consult on tool with modal procurement teams Pilot tool on selected projects / procurements 	March 06 March 06 March 06 March 06	Completed Slippage Slippage Slippage

1.4 London Rail

<u>Objective</u>	<u>Target</u>	<u>Status</u>
Update of HSE Policy The HSE policy should be reviewed, revalidated and where necessary revised by top management as often as necessary. In light of recent changes to the organisation, the policy will be reviewed, revised and reissued to reflect current arrangements.	Q1 2005/06	Complete
Development of Management of Contractors Procedure The arrangements for the selection and monitoring of contractors should be formalised to ensure that competent contractors are selected that can meet the legal requirements involved with working on safety critical activities. In particular, it should be confirmed that they operate a competence management system relevant to the work.	Q1 2005/06	Complete
Development of Change Management Procedure A change control procedure has been developed during 2004/05 and is currently in draft form. The procedure will be revised and updated to address both engineering, organisational change and be applicable	Q2 2005/06	Complete

to the letting of significant contracts. In addition, it will be applicable to changes proposed by SDL or CGL.		
<p>Development of Accident Investigation Procedure DLR does not have in-house resources to undertake accident investigation and therefore would participate in investigations and appoint others to undertake investigation on its behalf as required. Clarity is required as to the investigative responsibilities of each party, and particularly where the responsibility for contractors appointed by DLR starts and finishes.</p>	Q3 2005/06	Complete
<p>Improved visibility of SDL / CGLR Audits SDL and CGL internal audits are not currently issued to DLR. The audit plans for both organisations are provided each year with the safety plans. We will aim to improve visibility of these audits and monitor close out of findings.</p>	Q2 2005/06	Complete
<p>Develop PPE Register DLRL staff are required to go on site. This process will be reviewed and revised in order to ensure compliance with the requirements of the Personal Protective Equipment Regulations 1992.</p>	Q3 2005/06	Complete
<p>Incorporate CARE into Safety Management Review Before the City Airport Extension is opened, DLR Ltd will need to satisfy itself that due process has been followed in terms of the necessary safety acceptance processes and that the Concessionaire has in place an acceptable Safety Management System which suitably interfaces with the current arrangements on the railway.</p>	Q4 2005/06	Complete
<p>Improve Visibility of Complex Risk Assessments Complex risk assessments exist within the Engineering Function although wider understanding and visibility is poor.</p>	Q1 2005/06	Complete
<p>Review of Job Descriptions In the event that DLRL is called upon to demonstrate competence in all areas, the current suite of job descriptions may be lacking. A review of job descriptions and competence requirements will identify where changes need to be made.</p>	Q3 2005/06	Complete
<p>Develop and implement formal document control system for incoming / outgoing correspondence There is no formal review of documents received to determine any responsibilities that DLR may have There is no formal system for the issue of DLR</p>	Q2 2005/06	Ongoing

controlled documents. A system will be developed to ensure that document flows are managed and controlled		
Establish ownership of standards Due to the nature of DLR's evolution, ownership of standards has become clouded. This objective will seek to identify and catalogue the location and ownership of all DLR standards with a view to clarifying whether current ownership arrangements are suitable in order for all parties to discharge their duties.	Q2 2005/06	Revised completion date July 2006

1.5 Road Safety Plan Summary

Objective	Target	Achieved
Reduce all Killed & Seriously Injured (KSI) in 2005	4054	3650
Reduce pedestrian KSI in 2005	1290	1224
Reduce cyclist KSI in 2005	331	372
Reduce P2W KSI in 2005	837	845
Reduce child (<16yrs) KSI in 2005	468	355
Reduce all slight casualties in 2005	30196	28180

While many of the road safety casualty reduction targets have been met or exceeded in 2005, cyclist casualties have increased, particularly on the TLRN. This appears to be due, in part at least, to increases in the number of cycling trips made in 2005, compared to 2004.

2. Health of HSE management systems

2.1 Status of HSE management system

2.1.1 London Underground Limited

The LUL HSEMS has evolved over a number of years with the last major review having been completed in the summer of 2003. The core standards within HSEMS are also mandated on the PPP suppliers (the Infracos) via the PPP contract. Over the last 3 years LUL has continued to develop and improve its system through on-going review. During 2005/06 the following HSEMS standards were the subject of review and further improvement:

- Formal Investigation of Incidents – to reflect legislative changes and operational learning
- Workplace and Customer Risk Assessment – to achieve significant process improvements
- Refusal to Work on Grounds of Health and Safety – to include a number of previously unforeseen scenarios within the scope

In addition to the above, minor amendments were made to other HSEMS standards to ensure the documented system continued to reflect current good practice in respect of health, safety and environment matters and the structure of the LUL business. Compliance with the requirements of the LUL management system and its effectiveness has been monitored throughout the year via the LUL assurance regime, a major part of which is audit.

LUL has progressively focused on the audit of strict compliance as part of the final phase of the implementation of the LUL HSEMS. During 2005/06, non-operational LUL directorates were added to the audit programme. Audit results and trends are reported to the LUL Health, Safety and Environment Committee on a quarterly basis via the LUL Quarterly Health, Safety and Environmental Performance Report.

2.1.2 Surface Transport

London Buses Ltd (East Thames Buses and Dial a Ride)

The existing London Buses HSEMS, introduced in January 2005 remains current. There are two initiatives to take forward a review of the East Thames Buses and Dial a Ride HSEMS. A dedicated resource has been allocated to the Dial a Ride who is reviewing the status of the HSEMS. An internal review of the East Thames Buses HSEMS, on behalf of Group Safety Services was carried out and findings are to be progressed through the newly set up governance meetings.

London River Services Ltd

The LRS HSEMS, introduced in October 2004 remains current. Work is underway to implement the HSEMS through risk assessment and site inspections. An independent audit of the HSEMS has been carried out and findings are with LRS management.

Public Carriage Office

The PCO HSEMS, introduced in November 2004 remains current and implementation continues to be reviewed at quarterly Health and Safety Committee meetings.

Transport Policing and Enforcement Directorate

TPED is using the existing HSEMS as introduced in 2005. Following the appointment of a new Health and Safety Co-ordinator, a review is underway to evaluate the needs of TPED measures against the current HSEMS with a view to producing an updated HSEMS that provides all the necessary components relevant to TPED operations, including process, management, compliance and review. It is intended that the end of August 2006 will see the introduction of an amended HSEMS. Currently there is no audit / compliance regime in place within TPED which will be addressed as part of the HSEMS review.

London Trams

The SMS is in place and all staff have been briefed on its content and use. The first annual review has been completed and the SMS is in the process of being updated prior to reissue in Q1 of 2006/7. Additional SMS procedures are being developed for the management of major projects during the detailed design and procurement phases. Further reviews will be necessary as projects are handed over to Trams from Major Projects for implementation and to reflect the safety management requirements.

Victoria Coach Station

The Victoria Coach Station HSEMS, introduced in January 2005, remains current and implementation continues to be reviewed at quarterly Health and Safety Committee meetings. An audit has been arranged by LUL, on behalf of Group Safety, on the HSEMS and part of that audit will review the HSEMS currently in place.

London Bus Services Ltd.

The LBSL HSEMS, introduced in 2003 /2004 remains current. The implementation of the HSEMS continues to be monitored at monthly Safety Co-ordination Meetings.

Streets

The core health and safety management system standards have been developed and agreed by senior management and are available to all staff via the 'Source' Intranet page. Streets specific standards have been developed to manage health and safety across the contractual interface with the Stewards and to manage the requirements of the Construction (Design and Management) Regulations (CDM). Practical procedures to guide management and staff through the requirements of standards have been provided where necessary.

2.1.3 London Rail Directorate

The London Rail HSEMS was rolled out across the organisation during 2005/06. Aligned HSEMS are in existence for DLR and for the East London Line Project. The DLR HSEMS underwent a successful external audit at the latter end of 2005/6.

2.1.4 TfL Corporate Directorates

The Corporate HSE team has drafted additional Standards to be incorporated into its HSE Management System to address specialist risk assessment covering Control of Substances Hazardous to Health, Personal Protective Equipment and Occupational Driving.

Group Facilities has continued its work in assembling a Departmental Safety Management System containing procedures that support the Modal HSE Management System Standards.

2.2 Reviews of HSE management systems

All TfL modes participated in a 'dry run' of the HSE assurance letter process, whereby the modes record their status of their HSEMS against 10 statements, indicating where further work is required. The 'dry run' of the HSE assurance letters worked well. A 'live run' of the HSE assurance letters will take place in Q1 of 2006/7.

2.2.1 London Underground Limited

A thorough review of the LUL HSEMS was initiated in April 2006 in accordance with the LUL HSEMS standard for review. This will take into consideration elements such as audit results, safety performance, results of monitoring activities, external reports, regulator activities, and compliance with governance arrangements. The overall results from the review of these elements will enable conclusions to be drawn in respect of the adequacy and effectiveness of the LUL HSEMS. Any aspects where improvement opportunities of the HSEMS are identified shall be the subjects of a programme of improvement that will become part of the LUL Safety Plan and be monitored via LUSATS.

2.2.2 Surface Transport

Streets

While the Streets HSEMS is relatively new, efforts are being focused on further development and refinement of documentation, standards and procedures - and on their application in practice. Proposals are also being developed to extend training and culture change towards ensuring HSE, including CDM Regulations requirements, are increasingly embedded amongst staff, consultants and contractors. A number of individual standards have been reviewed in 2005/6 to meet business needs. A more formal review and activities to upgrade H&S capacity are incorporated in business plans for 2006/7, in line with the Streets HSMS Action Plan programmed for delivery by April 2007.

Surface Public Transport

Surface Transport health and safety management systems were introduced in the ST modes between 2003 and 2005. The focus of work since this has been to implement the requirements of the management system. The review of the Surface Public Transport HSEMS was deferred due to lack of resource and it has been agreed to employ the services of an external third party auditor to review the effectiveness of the HSEMS of each of the modes in ST. This will form part of the assurance letter process for 2006 / 2007.

2.2.3 London Rail Directorate

The London Rail HSEMS was rolled out across the organisation during 2005/06, where TfL Group HSE have issued standards, these have been reviewed and incorporated where relevant. The DLR HSEMS was subject to external audit in January 2006, no

major concerns were recorded. The East London Line Project (ELLP) HSEMS is being updated as the project develops; a formal review of the HSE Management System will take place during quarter 1 2006/07.

2.2.4 TfL Corporate

During 2006/7 an independent third party review of the management of HSE in major projects was undertaken. The findings were reported to SHEC and have been included within major projects business planning.

The TfL Group HSEMS was reviewed and updated to ensure it remains current. The revised HSEMS will be published on the intranet 'Source' page as part of the HSE webpage review.

2.3 Review of progress against audit plans

2.3.1 London Underground Limited

Subject to controlled variations in the content of the original programmes the 2005/06 LUL safety audit programme has been completed. The LUL Health, Safety and Environment Committee accepted this on 6 April 2006. Progress with programmes of safety audit, emerging trends and actions to address findings continues to be reported in the LUL Quarterly Health, Safety and Environmental Performance Report and in discrete reports as appropriate.

In addition to the audit work the transition of all safety and technical related audit activity into the SQE team was performed. A fully integrated approach to safety and technical audit will be developed and progressively implemented during 2006/7. The programme for this is included in the LUL Safety Plan and will be tracked on the London Underground Safety Action Tracking System.

The planned safety audits for the following core audit activities were completed.

Operational Audits

- **Station Group Operations:** 21 planned 22 completed covering 86 stations.
- **Train Operations:** 10 planned, 11 audits completed.
- **Service Control Operations:** 3 planned – 3 completed.
- **Central Services Operations:** 3 planned – 3 completed.

HSEMS Audit

- **LUL Trains and Stations HSEMS Audits.**

Audits of all 3 Infraco service delivery units were completed.

- **PPP InfraCo HSEMS Audits**

Audits of Metronet and Tube Lines completed.

- **External Train and Station Operator Safety Case Compliance Audits** (9 audits planned - 7 completed). The independent safety audit procured by Transplant in accordance with the Railways (Safety Case) Regulations 2003 was sufficient to meet LUL audit requirements and, therefore, a further audit by LUL was not considered necessary. The planned audit of Chiltern Trains has been rescheduled for completion in Q1 2006/07. This audit was rescheduled to allow for the completion of the LUL JNP

HSEMS audit and to accommodate work arising from the Northern Line trip cock incidents and other business priorities.

Topic Audits

LUL/InfraCo Topic/System Audits (6 planned - 5 completed)

- Metronet Alliance (Infraco)
- Workplace Violence (LUL/Infraco)
- Competence (LUL)
- Medical Assessment Services (LUL/Infraco)
- Signals Passed at Danger. An initial audit was undertaken as part of the Phase 3 Independent Audit, covered below. Requirements for further audit work are to be considered during 2006/07.
- Work Site / Track Safety Practices. Audits undertaken of the Metronet Alliance and the PPP Infraco HSEMS audits, together with work undertaken in relation to the Northern Line trip cock failure incidents, which included a significant element of site visits / contractor management, as well as ongoing site inspections undertaken by other SQE staff, have removed the need for a specific audit in this area.

Independent Safety Audit of LUL

Phase 3 of the annual independent safety audit of LUL was completed to plan in 2005/06. This audit is required by the Railways (Safety Case) Regulations and was undertaken by AD Little.

Additional Audit Work

The following unplanned and additional audits/reviews and projects were carried out by the SQE audit team during 2005/06:

- Northern Line Tripcock Incidents – Facilitating and undertaking audit, inspection and observation of train maintenance / management in respect of the London Underground Emergency Direction Notice issued to Tube Lines Limited following the tripcock incidents.
- Review of London Underground Trains Planned General Inspections in support of work commissioned by the LUL Chief Operating Officer.
- An implementation check of arrangements for the operation of signalling by managers.
- Contract review / audit / inspection of TfL Surface Transport advertising suppliers.

Key audit Findings

Audit trends for LUL train and station operations safety audits that cover the LUL network on a 2 year cycle are showing stable or improving trends. Accountable managers prepared corrective actions plans following these audits. Despite good performance overall, common areas for improvement arising from these audits included operational staff refresher training and licensing, and management and supervisor inspections. Whilst these issues were observed at a number of locations, they do not reflect the overall positive network trends.

HSEMS audits of LUL operations show that key requirements of the LUL HSE management system are being effectively discharged in the operational business. Where deficiencies are identified these are subject to corrective action plans. Areas where improvements are required include providing support to new or promoted managers to ensure they are aware of their HSE responsibilities. Also, monitoring/controlling working

hours of duty managers, and adequacy of risk assessments for specific tasks such as manual handling require attention.

The findings from the audits of Infracos continue to show that progress is being made in addressing previous audit findings and implementing HSEMS requirements. Continued attention is required to ensure that Infraco contractor management arrangements are sufficient together with ensuring that work site practices control risks effectively. Improving contractor management is being addressed through corporate level Infraco improvement programmes.

2.3.2 Surface Transport

London Bus Services Ltd. - Bus Operating Companies

A total of 25 contracted bus operating companies were audited against the requirements of the LBSL health and safety bus operator assurance regime. This is the third year that the annual programme has been completed with the audit questionnaire being progressively improved based on experience of previous year. The summary report shows that 50% of all the recommendations relate to competence and risk assessment. Elements of good practice include the establishment and training of risk assessment teams made up of operational managers, the establishment of bus driver forums to fully engage the workforce and the training of managers in IOSH Managing Safely.

The audits provide LBSL with information regarding the validity of health and safety arrangements of their contracted bus operators. The review of the audit process planned for 2006 / 2007 should enhance this mechanism.

London Bus Services Ltd. - Bus Stations

A total of 23 health and safety audits of bus stations were completed by the LUL Safety, Quality and Environment team on behalf of LBSL management. The end of year report provided a summary of the main findings outlining where the greatest opportunity for improvement exists and also identified areas with notable improvement since the previous audits. The report indicated that 21 of the 23 bus stations improved their overall score compared to previous year. The biggest improved section was Essential Documentation and the section which provides the most opportunity for future improvement is Incident / Defect reporting and monitoring. The findings have been raised with LBSL management.

London River Services Ltd.

A total of 8 LRS pier audits were completed by the LUL Safety, Quality and Environment team on behalf of LRS Management. The end of year report provided a summary of the main findings outlining where the greatest opportunity for improvement exists and also identified areas with notable improvement since the previous audits. The audits for 2005 / 2006 identified three main areas for improvement and these have been raised with LRS management.

An independent audit of London River Services HSEMS was carried out as part of the Safety Assurance process by LUL Safety Auditors and the findings are with LRS Management.

Streets

An independent audit of the HSEMS was undertaken by ROSPA in November 2005 with the following aims:

- determine Streets compliance against Group SMS requirements;
- establish the level and depth of understanding within Streets of the system;
- identify any gaps in the system.

The audit identified some areas of improvement within existing SMS documentation and the need for further development. It recognised the work done in the development of Streets specific standards such as CDM, lone working and management of road risks and the work undertaken by the in-house Planning Supervision service provided by the Health and Safety Team. The recommendations of the independent audit have formed the basis of the 2006/07 Streets H&S management plan.

2.3.3 London Rail Directorate

The annual Railway Safety Case audit has been completed for DLR. The RSC audit addressed all aspects of operational safety on the DLR network with particular attention to its interfacing operational boundaries. This year saw the inclusion of City Airport Rail Enterprise in the audit. A number of recommendations were made by the audit team, all of which have been included in the respective companies' audit action plans. A review of the audit protocol is planned with the purpose of making it more risk based and to ensure the requirements of the new Railway (and Other Guided Systems) Regulations (ROGS) are addressed.

The audit findings highlighted a need to strengthen the formality in existing CDM relationships and closer monitoring of contractors and sub contractors. The East London Line Project team have completed their annual programme of internal audits, as with DLR no major concerns were recorded. An audit of ELLP audits and procedures will be conducted by London Rail representatives during July 2006.

2.3.4 TfL Corporate

The major projects team undertook an audit of the West London Tram Project for compliance with the Construction (Design and Management) Regulations. An action plan has been created from the audit recommendations and these are addressed as part of weekly meetings with the contractor.

3. HSE performance statistics

The graphs in this section illustrate rate trends and also provide the actual number of incidents for the year 2005/06. This is shown as a value next to the data point for this year.

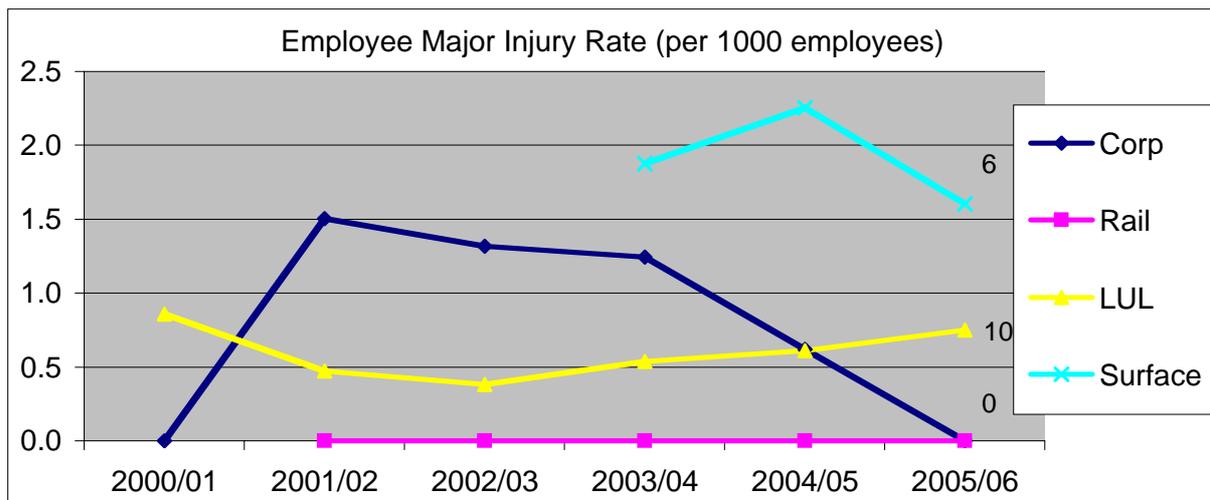
3.1 Employee Safety

Employee Fatalities

This measure includes fatalities arising from incidents involving a TfL business operation. Confirmed and unconfirmed suicides are excluded, as are crime-related and non-occupational medical fatalities. There were no employee fatalities in 2005/6. There has been 1 work related employee fatality (in 2004/5) since 1991.

Employee Major Injuries

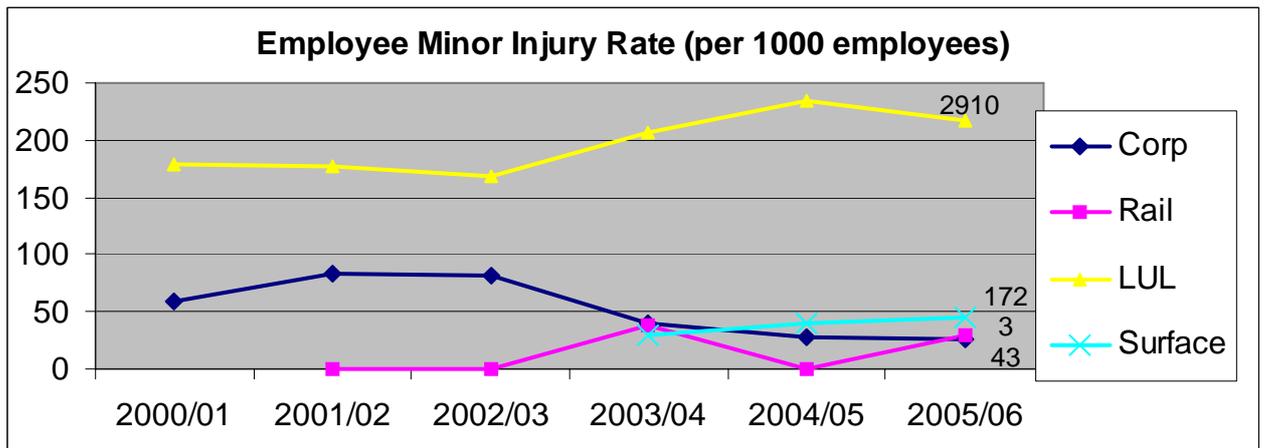
Employee major injuries are defined by the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR). They include injuries such as fractures (other than fingers, thumbs or toes), amputations, dislocation of the shoulder, hip, knee or spine, loss of sight, injuries resulting from electric shock or electrical burn, injuries leading to unconsciousness, requiring resuscitation or admittance to hospital for more than 24 hours and certain listed illnesses. These injuries must be reported to the Health and Safety Executive. Minor injuries where over 3 working days are lost are not included within this category.



According to HSE statistics, the Transport Sector major injury rate for 2004/5 was 237.9 major injuries per 100,000 employees. All TfL modes are significantly lower than this rate, with LUL recording 74.8 and ST 160.3 major injuries per 100,000 employees. In 2005/6, ST employee major injuries dropped from 8 to 6, reducing the rate from 225 to 160 per 100,000 employees.

Employee Minor Injuries

Employee minor injuries are any injuries that are not defined as major by RIDDOR.



London Underground has an established culture of reporting employee injuries and this, along with the high proportion of operational employees, may be the cause of the higher rate than the other areas of TfL, particularly given their relative performance with regard to major injuries.

Employee Assaults

The definition of employee assaults includes any incident in which a person is verbally or physically abused, threatened or assaulted in circumstances related to their work. For the purpose of LUL only, this includes employees who are travelling to and from work in uniform.



LUL has a much higher number and proportion of customer facing staff than the other parts of TfL, and acknowledging that operational staff are at greater risk from assault, it is expected that there would be a higher rate of employee assaults (DLR train captains and LBSL bus operators are contractors and are not counted in this figure, see section 3.3). Revenue Protection staff within the Transport Policing and Enforcement Directorate make up 88% (132) of the total ST employee assaults. This issue is the subject of ongoing work within TPED to improve intelligence and employee training regarding managing confrontational situations.

Within LUL 1,733 reports were received overall compared to 1,890 during the previous year (down 8%), of which 487 were physical incidents (compared to 511 last year - down 5%). Also, 397 workplace violence threats (up from 393 – less than 1%) and 852 were incidents of verbal abuse (compared to 986 last year - down 14%).

	2004/05	2005/06	change
Physical	511	487	-4.7%
Verbal Abuse	986	852	-13.6%
Threat	393	397	1.0%
TOTALS	1890	1736	-8.1%

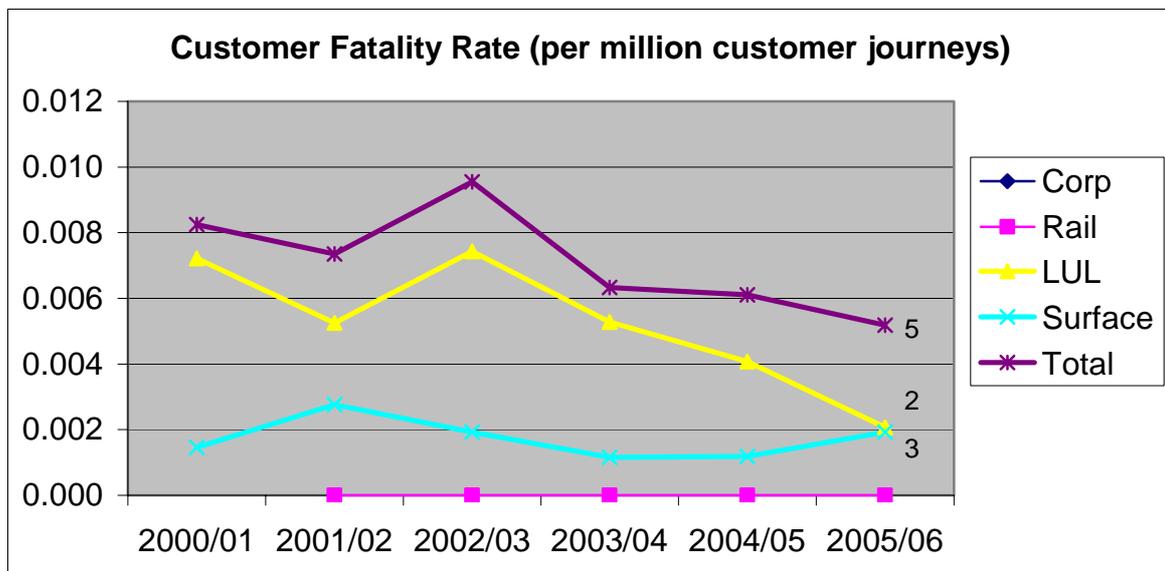
In 2005/06 LUL has seen ticket disputes rise by 8% compared with the same quarter last year. However, incidents arising from disputes with touts/beggars, etc. has fallen by 3%.

3.2 Customer Safety

The tragic attacks of 7th July 2005 resulted in the deaths of 56 individuals (including the four bombers) and more than 700 individuals injured; many seriously. These events, the results of them and follow up activities have been extensively reported on elsewhere, including to SHEC and are therefore not addressed here in detail. The fatalities and injured have not been included in the trend data represented here so as not to distort the underlying trends.

Customer Accidental Fatalities

This performance indicator is a measure of the number of fatalities to customers arising from incidents involving a TfL business operation. Confirmed and unconfirmed suicides are excluded, as are crime-related and medical fatalities. Customers includes members of the public using a TfL business or premises, including persons using rights of way, trespassers, tenants and off-duty employees.

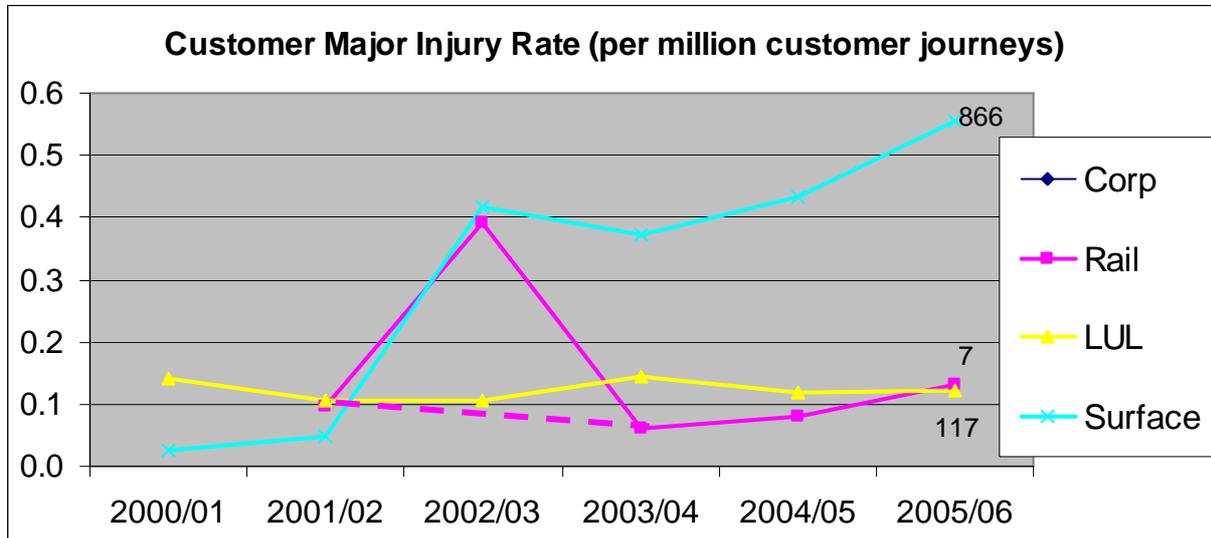


Regrettably there was a total of 5 customer fatalities, not associated with the 7th July attacks, in TfL in 2005/06, one less than 2004/05 and two less than 2003/4. LUL saw a reduction in customer fatalities from 4 to 2, whilst Surface Transport recorded a rise from 2 to 3 between 2004/5/ and 2005/6 with all three incidents occurring on LBSL services.

For TfL as a whole there were 5 customer fatalities in over 2.5 billion customer journeys. Further details on the individual incidents are available in section 4. There has been a very good trend noted within LUL since 2002.

Customer Major Injuries

The definition for major injuries is the same as for employees as detailed in section 3.1 except for LBSL (please see below)

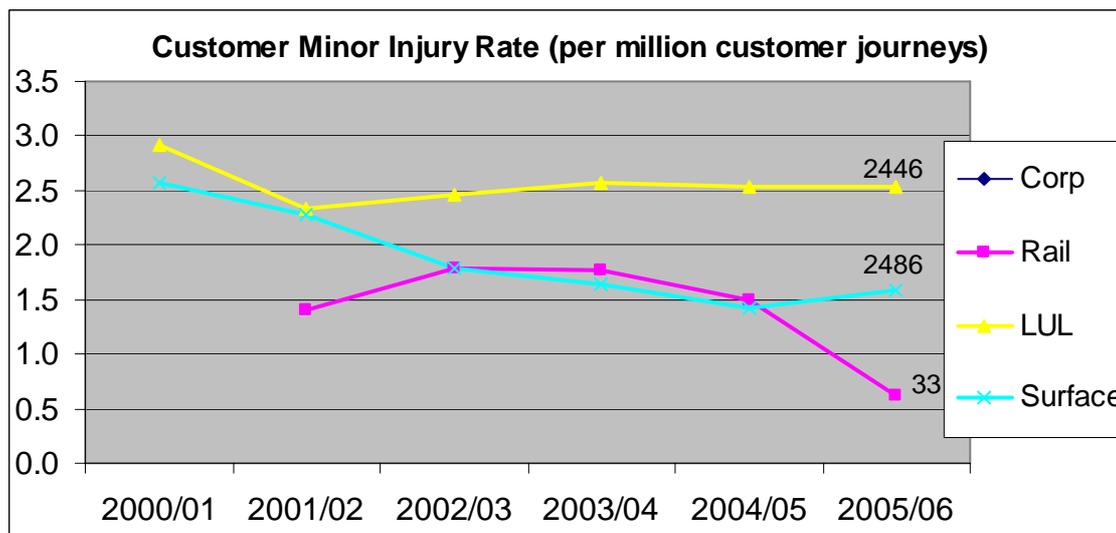


Efforts to encourage the bus operators to report fully have increased reporting over the previous three years within Surface Transport. LBSL accounts for 866 (100%) of the ST customer major injuries, an increase of 137 on the previous year. Within LBSL the definition of major injury was changed in April 2002. Previously 'major' was defined as being kept in hospital overnight. Due to the difficulty in verifying this and the default position that the operators took with regard to classification, the definition was amended to 'taken to hospital'. This has resulted in an increased classification of injuries as 'major' since 2002/03.

Serco Docklands Ltd. who compile customer incident data for DLR reviewed their reporting criteria in 2002/03 and it was concluded that there had been over-reporting for that year. This explains the high major injury rate in this year relative to other years. The dotted line for Rail indicates a more accurate trend line, over the period.

Customer Minor Injuries

The definition of minor injuries is the same as for employees as detailed in section 3.1.



Across TfL there is a lack of visibility of all minor injuries as not all customers will report these to a member of staff. As such the data is not as robust as for major injuries and trends not as meaningful.

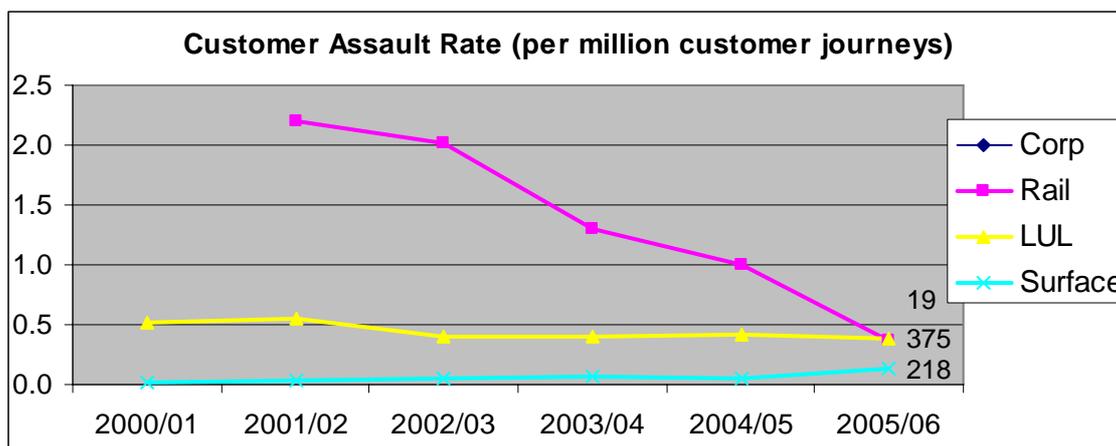
TfL Corporate Directorates are not shown above as their customers cannot be measured in terms of customer journeys; however, there have been 7 minor injuries to TfL Corporate customers in 2005/6, mainly in areas such as London's Transport Museum. This is a substantial reduction on previous years values due to a period of closure of London's Transport Museum.

DLR achieved a significant reduction in their customer minor injury rate for 2005/6, bringing the total down from 75 in 2004/5 to 33 in 2005/6.

It is interesting to note that Surface Transport have a much higher customer major incident rate than LUL, although with regard to customer minor injuries this trend is reversed.

Customer Assaults

Customer assaults include any instance where a customer is verbally or physically abused, threatened or assaulted.



DLR has

achieved a significant reduction in the customer assault rate over the past 3 years with a 62% reduction on 2004/5 rates recorded in 2005/6. This follows a 20% reduction between 2003/4 and 2004/5 giving a total 79% reduction since 2001/2. The work by DLR in this area has now brought customer assaults in line with other modes performance. This is due to improved CCTV coverage, Security Tasking Group meetings, Joint Patrols (Serco Docklands Revenue staff & the BTP), Local Community involvement; an Assaults Review Panel being established and a programmes of school visits.

3.3 Contractor Safety

Due to the majority of TfL contracts being output driven it is not possible to calculate accurate numbers of contractors working for any part of TfL. In light of this fact normalised rates of incidents to contractors have not been provided and the data are presented as absolute numbers of incidents. As the data are not normalised and the number of contractors may fluctuate from one year to the next, data are not readily comparable from year to year.

Contractor Fatalities

Year	Corp	Rail	LUL	Surface
2000/01	1	Data not available	1	0
2001/02	0	0	0	0
2002/03	0	0	0	0
2003/04	0	0	0	1
2004/05	0	0	0	0
2005/06	0	0	0	1

Contractor Major Injuries

Year	Corp	Rail	LUL	Surface
2000/01	0		12	84
2001/02	0	8	15	123
2002/03	1	4	17	133
2003/04	0	8	11	186
2004/05	0	6	15	146
2005/06	1	0	17	158

Contractor Assaults

Year	Corp	Rail	LUL	Surface
2000/01	0	Data not available	19	324
2001/02	0	134	24	1569
2002/03	0	142	20	1555
2003/04	0	172	26	1270
2004/05	0	165	22	*655
2005/06		97	24	1105

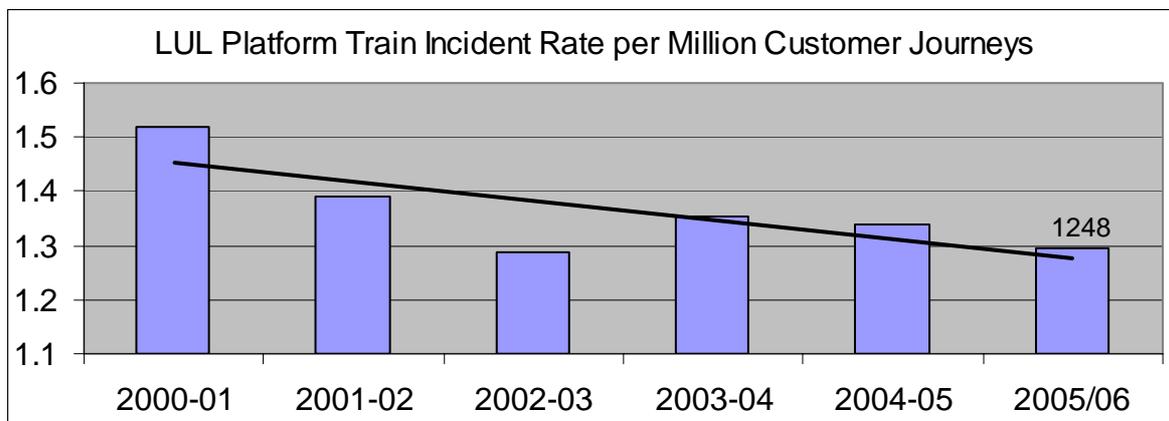
* It is thought bus operator reporting compliance adversely affected this number.

3.4 Mode Specific Indicators

3.4.1 LUL

Platform Train Interface Incidents

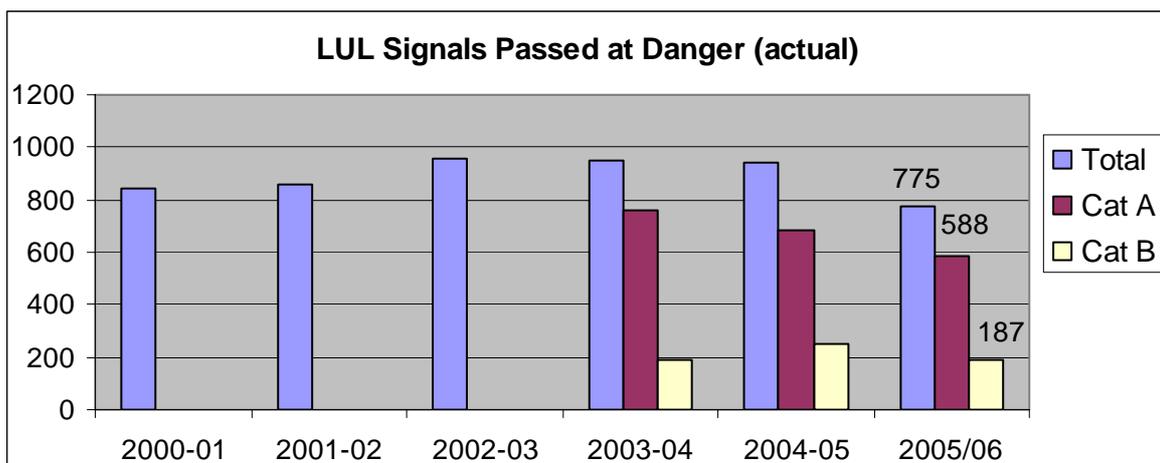
Platform train interface incidents (PTI) are incidents occurring at the area where the platform and train interface which is normally accessible to customers, at or across the boundary between the platform and the train. This is LUL's greatest safety risk associated with its operations, accounting for 31% of the risk profile. Scenarios contributing to this risk include falls whilst boarding / alighting a train, struck by train whilst on platform (including falling against moving or stationary trains) falls down the gap between train and platform, falls from platform and person or object dragged along platform. Also included are incidents involving persons caught in / struck by doors (including platform edge doors) and platform edge doors open with no train present or as train is approaching or departing.



A number of actions including the introduction of dedicated platform staff to actively manage train 'station dwell-time' have contributed to the decline. Despite a downward trend since 2000/01, the graph shows they still exceeded the target for 2005/06 of 1058 incidents with 1248 incidents being reported. Operational Support is refocusing on PTI issues in the coming year including clarifying accountability for this risk.

Signals Passed at Danger

A Signal Passed at Danger (SPAD) is defined as any red (or 'danger') signal passed without proper authority. These are mainly due to human failure and could lead to a derailment or collision between trains. SPAD risks are primarily controlled through the protected signalling system that automatically applies the emergency brake if a SPAD occurs. 'Category A' SPADs are where the SPAD arose from the action of the driver. 'Category B' SPADs are caused by signalling equipment failing or malfunctioning or returning to 'danger' in error.

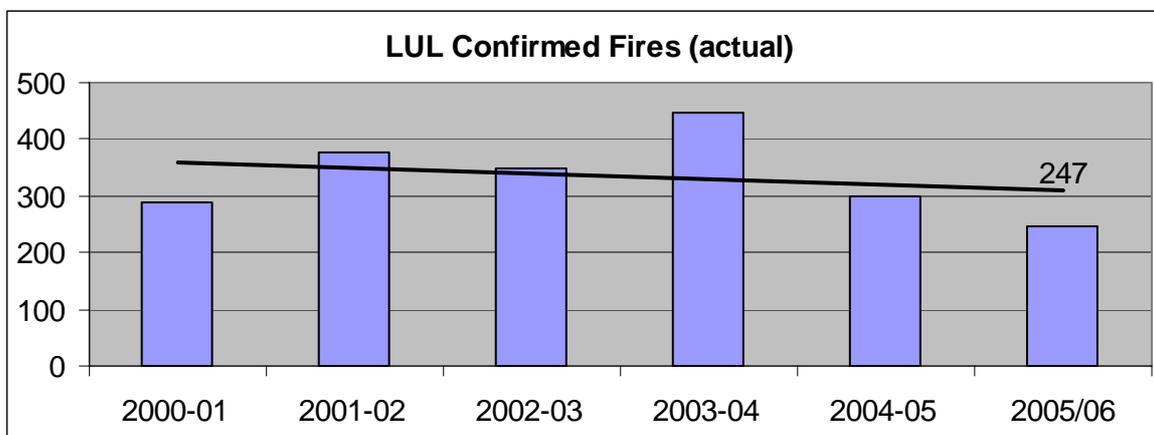


SPADs incidents were significantly reduced compared with the previous year (775 in 2005/06 compared with 939 in 2004/5). A significant decrease in the overall number of 'Category A' SPADs across the LUL Network was confirmed at the end of Period 13 2005/6, principally because of downward trends in Category A SPADS on the District, Piccadilly and Northern Lines. There is a steadily decreasing overall trend in the number of 'Category B' SPADs across the LUL Network.

LUL has comprehensive train protection systems in place to ensure that the residual safety risks from Signals Passed At Danger are very low. The primary impact of SPADS is on train service reliability and a programme launched during the year may likely have contributed to greater reductions during 2005/6. New approaches to address SPADS were developed and implemented during 2005/06. The longer term actions developed as part of the Safety Improvement Plan will continue to be implemented during 2006/07.

Confirmed Fires (Train and tunnel fires)

Fires make up 3.2% of the LUL risk profile. This indicator measures the number of observed fires or serious arcing / fusing involving a train on LUL infrastructure. The graph below shows that the number of confirmed fires has decreased this year to the lowest level ever recorded. The target of 315 for 2005/06 was bettered with 247 confirmed fires being reported.



The number of Confirmed Fires continues to show a statistically significant downward trend. The traditional summertime peak in the number of reported fires was not seen in 2005/06, this is believed to be the result of improved litter picking regimes. Previously it had been suspected that a cooler, wetter summer had been suspected to be the cause, following investigation this is no longer believed to be true.

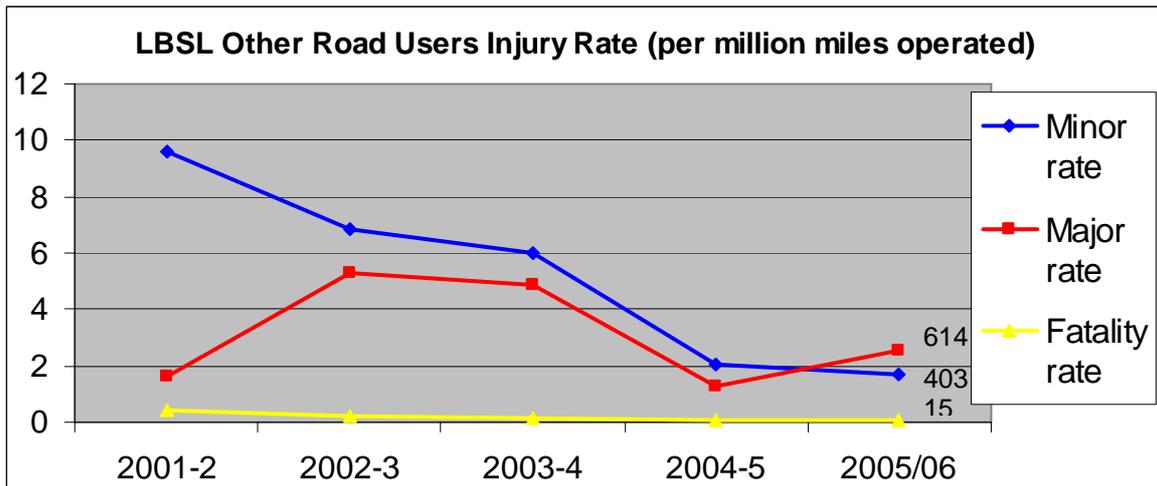
From 2003/04 to 2005/06, there has been a fall in the number of confirmed fires on each line, with a minimum improvement of 25% (Central) and a maximum improvement of 64% (Victoria). There has not been a fire-related major injury since 2001/02.

3.4.2 Surface Transport

London Bus Services Ltd.

Other Road Users Incident Rates

This KPI measures the number of minor, major and fatal injuries reported for other road users (including pedestrians) as a result of LBSL's contracted bus operations. On duty TfL employees, bus operator staff and customers are not included in this measure. Rates are calculated using bus miles operated data.



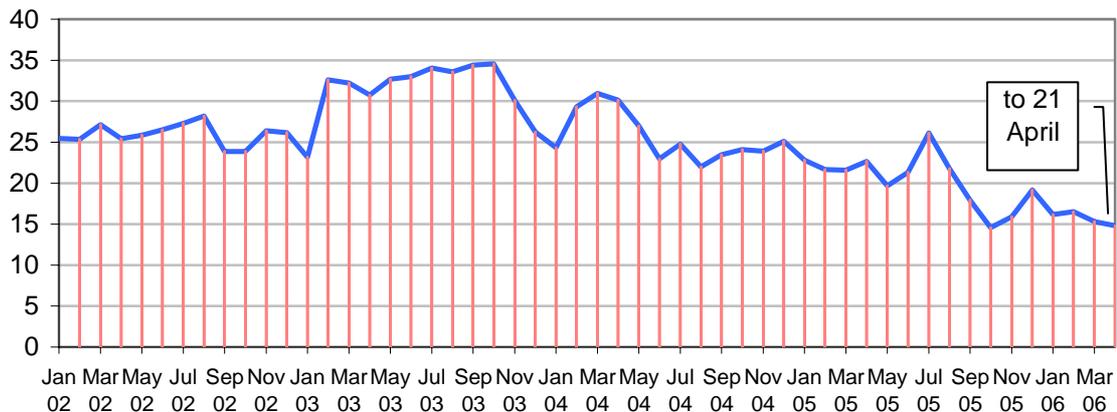
There was an increase in the number of major and minor injuries in the first part of the year in comparison with the previous year's results. It was during this period that there were significant problems with bus operator incident reporting which is thought to have affected the results for minor injuries. Whilst there has been a slight increase in major incident rates, it is thought this more accurately represents current performance and is indicative of the improvements in bus operator reporting achieved in the last 12 months.

Third party injuries remain one of the most difficult areas for LBSL to influence although DQM (Driver Quality Monitoring) results indicate that driving standards are improving.

Driver Quality Monitoring

Average Score for Driver Quality Monitoring Assessments

NB a good assessment has a low score



Driver Quality Monitoring (DQM) is undertaken by the Driver Standards Agency under contract to LBSL. Drivers are scored against set competencies with unsafe actions classified as serious or dangerous. 2005-6 saw a further significant improvement in DQM, with the average score year-on-year falling from 26.0 to 18.7. Through increased discussion at Performance Review Meetings, operators are now more aware that DQM matters to TfL, and that targeting driving standards not only improves safety but also helps reduce accident damage costs

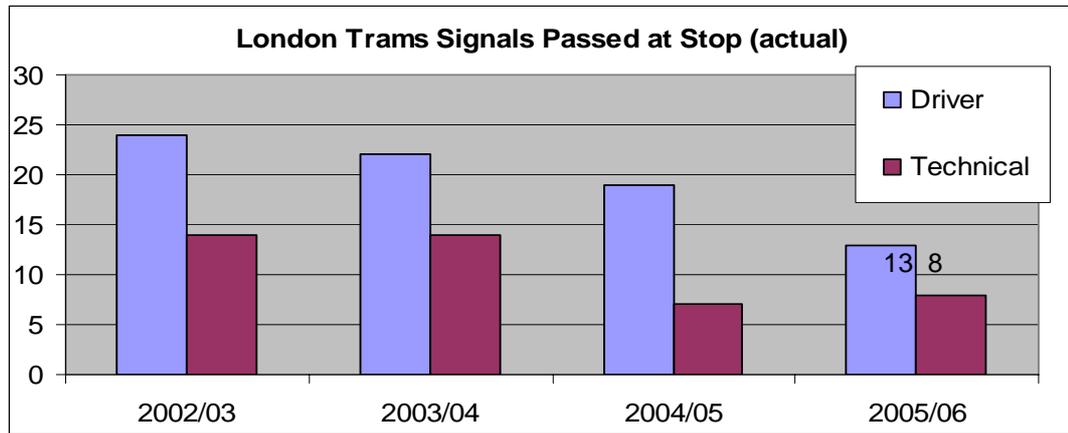
This year's improvement can be attributed to:

- Improved training overall, and an increased focus on particular training needs.
- All drivers completed the BTEC by December 2005. A poor DQM assessment now almost universally leads to corrective training.
- Reduced turnover.
- The impact of training has increased now that drivers are more likely to stay
- Operators' increased awareness of DQM.

Tramlink

Signals Passed at Stop

This indicator measures the number of occurrences of trams passing signals when the signal is at stop. This is significantly different to railway 'signals passed at danger' as trams operate under 'line of sight' in a similar fashion to cars and should therefore be able to stop short of an obstruction.



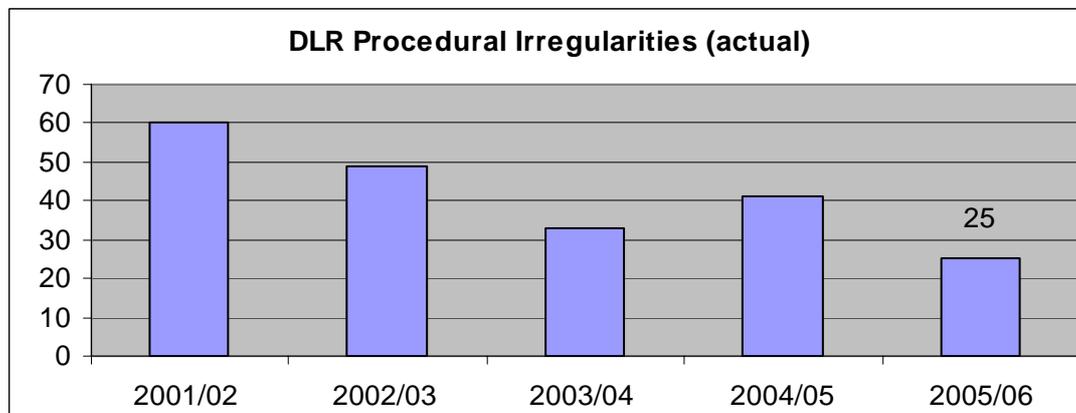
There has been a consistent improvement in Tram SPAS performance since 2002.

3.4.3 London Rail Directorate

The DLR franchisee is directly accountable for the performance measures detailed below.

Procedural Irregularities

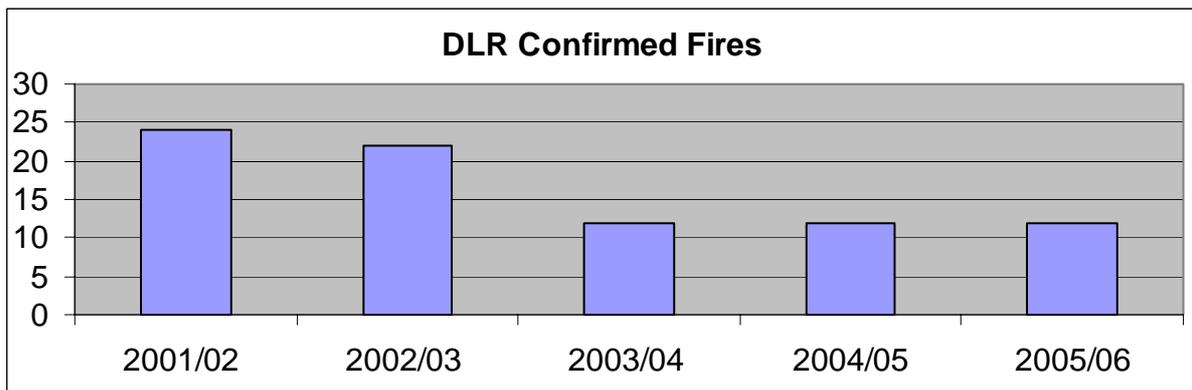
Procedural irregularities are events which can potentially lead to the most significant incidents on the railway. Various initiatives have been carried out to reduce the number of procedural irregularities, each concentrating on a particular problem area and reinforcing the training given to staff and analysing any trends and taking on any lessons that can be learnt. This has resulted in a steady decrease in procedural irregularities between 2001/2 and 2005/6 despite the slight increase noted for 2004/5.



Confirmed Fires

Work done to reduce confirmed fire incidents on the railway include:

- increased patrols particularly at hotspot areas
- Improved regime of workplace inspections and safety tours
- The school visits programme



The first two work streams increase the number of people checking the railway and therefore reduce the number of suspected fires that become confirmed fires. The school visits aim to reduce the number of fires that are started in the first place. These initiatives have contributed to the reduction in confirmed fires over the previous 3 years.

4. Major incidents

The criteria against which incidents have been included in this section are defined in the Group HSEMS as:

- Significant incidents where the final total costs (loss) are likely to be excessive (e.g. over £1,000,000) to TfL, including those covered by insurance
- Incidents resulting in 3 or more people requiring treatment in hospital due to accidental injury **or**
- Fatality to employee, contractor, transport user or member of the public on TfL property or premises (excluding suicide or suspected suicide, non-work related medical fatality or crime related) **or**
- Incidents (including environmental incidents) where prosecution is likely, there is a regulatory interest, or there is (or there is likely to be) significant media interest.

Public road traffic accidents (RTAs) are specifically excluded from this process as public RTAs are not within TfL's direct managed activities. However, it should be noted that TfL remains responsible for collating and reporting on RTAs and instigating, where appropriate, action to improve road safety. Road safety performance is reported in detail in section 6.

4.1 London Underground Limited

7th July Terrorist Attacks

7th July 2005. Three trains and a bus were subjected to terrorist attacks that resulted in 56 fatalities (including the 4 bombers) and over 700 injuries, many of them serious, to customers and other persons. These events have been extensively reported on elsewhere.

Customer Fatality – Marble Arch

9th April 2005. A male passenger aged 65 lost his footing on the second step of the stairs leading to the ticket hall at Marble Arch station when hurrying for a train and fell sustaining a head injury. The customer later died from his injuries.

Kings Cross Failure to Discharge Traction Current

29th June 2005. The Piccadilly line was suspended due to a person under a train at Kings Cross. The incident has not been treated as suspicious although during the incident, a paramedic and 2 firemen reported receiving electric shocks.

Northern Line Tripcock Failure

13th October 2005 – As a result of continuing problems with the Northern Line Tripcock system the line was suspended after a fifth trip cock failure. The Northern Line fleet was subsequently modified. Full service was restored to the Northern Line on Monday 17th October.

Customer Fatality Moorgate

21st December 2005 Moorgate Station. A male passenger appeared to collapse on the platform and fall against the side of the train, as it came into the platform and was dragged for one car's length. The passenger died on the platform. A witness who was with the person concerned stated that the victim had recently been suffering with sciatica and appeared to suffer a spasm during which his legs gave way.

4.2 Surface Transport

London Bus Services Ltd.

July 7th 2005

7th July 2005. Three trains and a bus were subjected to terrorist attacks that resulted in 56 fatalities (including the 4 bombers) and over 700 injuries, many of them serious, to customers and other persons. These events have been extensively reported on elsewhere, including to SHEC.

Bus Collision with a Shelter Vauxhall Bus Station

A Route 2 vehicle was in collision with a bus shelter at Vauxhall Bus Station on the 4th June 2005. 14 people sustained injuries, with 8 of the injured plus the driver taken to hospital. The driver was subsequently disciplined by their employer.

Passenger Fatally Stabbed on Bus

A male passenger was fatally injured on a route 43 on the 29th July 2005 in Holloway Road. Following an altercation, a male passenger was stabbed in the chest and later died. The incident is under investigation by the Police. A 20 year old man was later arrested and charged with murder.

Bus Fire in Limehouse Link Tunnel

The investigation into this incident has been broken down into two work streams. Firstly, the investigation by London Buses into the vehicle fire and the actions of the driver, and secondly, the Streets investigation into the consequences of a fire within a tunnel environment.

An out of service bus was severely damaged following a fire while in the Limehouse Link tunnel on the 30th October 2005, causing extensive damage to the tunnel. There were no injuries sustained by staff or members of the public. The tunnel was closed after the incident. London Buses commissioned an independent investigation into the cause of the fire with the vehicle and engine manufacturer.

The tunnel emergency plan was executed and worked with only minor exceptions noted. Streets have commissioned a number of studies to be undertaken by specialist consultants who are looking at the structural integrity of all tunnels on the TLRN with specific reference to fire safety and the potential of operating a contra-flow system within Limehouse Link in the event of another emergency to facilitate traffic movement.

Pedestrian Fatality North Finchley Bus Station

An elderly female was fatally injured following a collision with a bus at North Finchley Bus Station on 19 November 2005. As part of the subsequent investigation the bus station was closed to buses and pedestrians pending completion of agreed measures to control pedestrian movement.

Bus Driver Fatality

A driver of an out of service route 453 died after being trapped between his own and another out of service route 453 on the 21st December 2005. The driver of the second bus left the vehicle which rolled forward trapping the first driver between the two buses. The driver suffered fatal injuries. The incident continues under investigation by the Police and the HSE.

Bus Pedestrian fatality Kingston Fairfield North bus station

A male pedestrian was fatally injured following a collision with a bus at Kingston Fairfield North bus station on 25 February 2006. The pedestrian crossed the roadway in front of the bus as the bus was turning into the bus station. Investigation by LBSL and the operator using CCTV concluded that the pedestrian's action was such that the driver was unable to avoid a collision.

Passenger Fell from Bus

A male passenger was fatally injured following a fall from a bus on the 27th February 2006. CCTV footage appears to show the male being pursued down the stairs. The Police are treating the incident as suspicious and investigations are continuing.

London Trams Incidents

On the 23rd November 2005 there was a collision between two trams on the New Addington side of sprung return points. The side to side collision occurred 6 metres past the points with the trams becoming wedged together causing extensive body damage. There were no recorded injuries. The primary cause of the incident appears to have been driver error on the part of both drivers. The Police and the Rail Accident Investigation Branch attended the scene and conducted an investigation.

4.3 London Rail Directorate

None to report.

4.4 TfL Corporate

None to report

5. Health

Introduction

This report provides some information on sickness absence in TfL and describes briefly the activities that have taken place in TfL to encourage employees to improve their health during 2005-6. A more detailed report on health related activities, with a particular focus on London Underground, was presented to and discussed with SHEC on 14th March 2006.

This report compares medical reasons for sickness in the year 2005/6 across the TfL group and summarises the average days lost per employee reported as being due to sickness. The sickness absence data reported here have been used and are intended for use to identify key areas of health risk in order to focus corporate interventions at an appropriate level and to allow the modes to consider whether there are further health interventions that would be particularly appropriate for them.

Summary

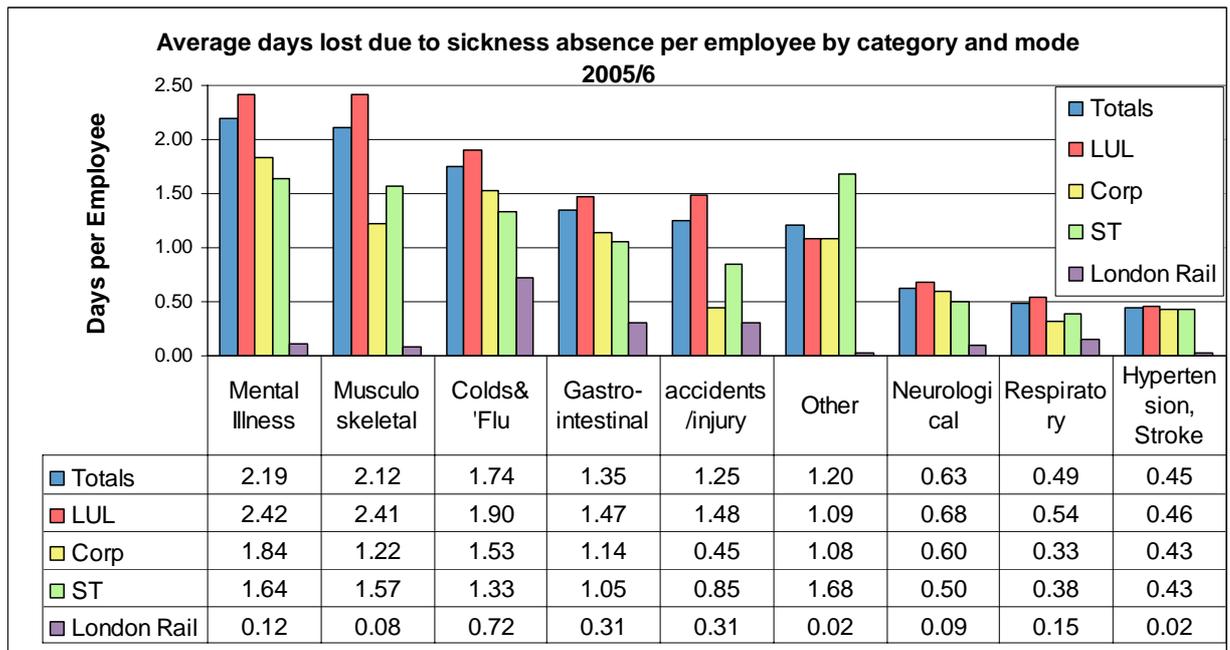
Annual sickness absence in TfL has increased from 11.8 in 2002/3 to 12.5 days per employee in 2005/6, this is the opposite of the national trend shown by the CBI. The overall TfL trend is heavily influenced by the London Underground results, and the high proportion of 'operational' staff working in compliance with statutory medical standards. Mental illness, musculo-skeletal and colds and 'flu remain the main categories of sickness absence reported.

Sickness absence per employee has increased this year for London Underground and TfL Corporate although reduced for Surface Transport and London Rail. The chief causes for absence are mental ill-health, musculo-skeletal disorders and coughs and colds. The health interventions are focused on these areas and there has been increased activity this year in delivering positive health interventions across TfL. It has been an unusual year because of the terrorism events of 7th July which have had a significant impact, especially on London Underground employees.

5.1 Analysis of medical causes of sickness absence as a percentage of total sickness absence

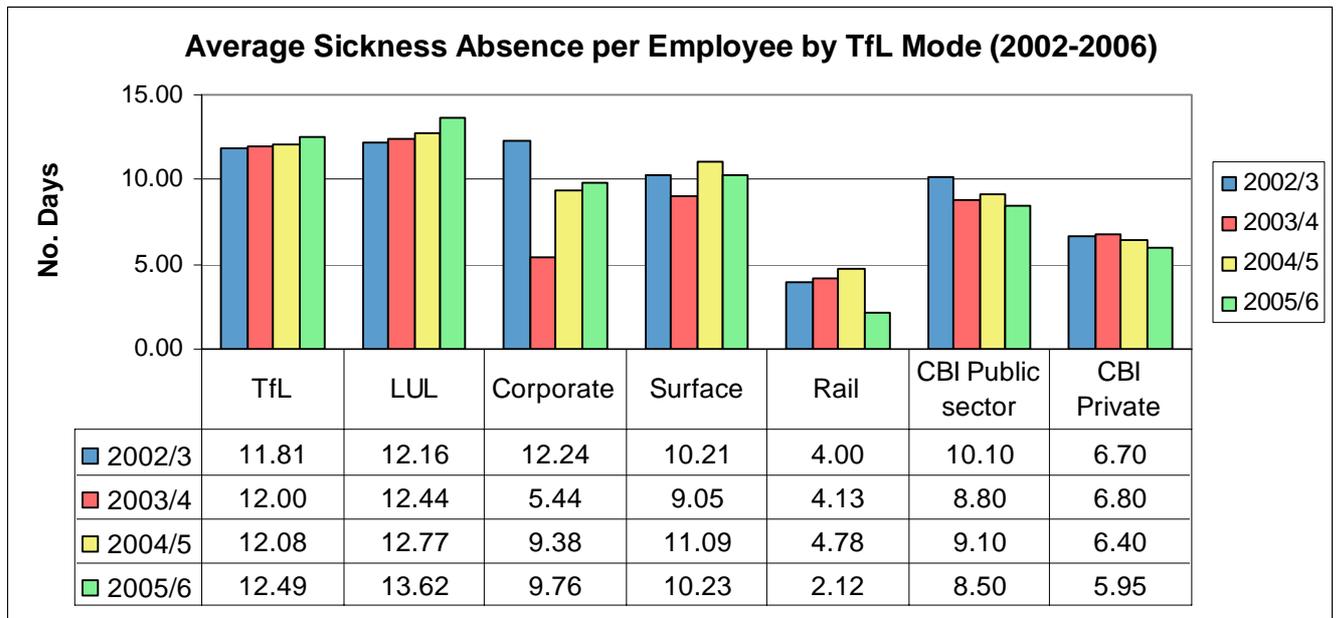
Mode	mental ill-health	musculo-skeletal disorders	coughs and colds	next highest cause
LUL	17.8	17.7	14.0	10.9 accidents & assaults
Surface	16.0	15.4	13.0	10.3 Gastro-Intestinal
Rail	17.6	16.8	14.0	10.8 Gastro-Intestinal
Corporate	18.8	12.5	15.7	11.7 Gastro-Intestinal

Mental ill-health is the most common reason for absence in all modes. Musculoskeletal ill-health (MS) is the next most common reason followed by coughs and colds (with the exception of Corporate for which these two are reversed). The fourth most common reason for absence is gastrointestinal conditions for all modes except LUL; for LUL the cause is accidents and assaults. The following graph shows the average days lost due to sickness absence per employee by category and mode 2005/6



This shows similar information to that given in the table above, but shows that in general London Underground employees have slightly more days lost for nearly every medical cause than other modes and London Rail employees have much less absence. London Rail has only 130 employees and it is a common finding that a company of this size will experience lower sickness absence than larger, especially very large companies. London Underground has the largest number and proportion of operational staff working shifts and therefore it is to be expected that absence per employee is higher than the other modes.

Sickness Absence per Employee



There has been an increase in average sickness absences per employee for London Underground over four years and for TfL Corporate over three years whereas Surface Transport has shown a reduction this year compared to last and Rail has shown a

marked reduction this year from a low but previously increasing base. All modes except London Rail have sickness levels per employee that are higher than the public sector average reported by the Confederation of British Industries and the upwards trend shown for London Underground and TfL Corporate is opposite to the national trend shown by the CBI comparators.

Surface Transport has had a change in absence policy for its operational staff working for East Thames Buses combined with much more active, targeted occupational health support to improve the management of long term absence. 2005/6 was an unusual year because of the terrorism events of 7th and 21st July and London Underground employee attendance was adversely affected by those events. A major focus to improve attendance in London Underground is currently leading to improved results.

5.2 Health related activities

The health related activities are focused on the areas of greatest loss, namely mental health issues, especially stress, anxiety and depression, musculo-skeletal issues, in particular back pain and colds and 'flu.

Pan TfL Health and Wellbeing programme

TfL has introduced a pan-TfL Health and Wellbeing programme, led by HRS and piloted within several business units during 2005/6. A health risk assessment was undertaken through employee questionnaires within Human Resources (Including HRS, Surface HR, Rail HR and TfL Graduates), Group Marketing Operations, Transport Planning and Policy, TPED and Customer Services & Consultation. Results remain pending for the TPED and Customer Services & Consultation pilot areas. The collective results show thus far that the highest risk areas are mental health, cardiovascular and musculoskeletal health. This partially confirms our findings relating to sickness absence, but there is proportionately very little sickness absence due to cardiovascular disease although employee risk levels are high. Cardiovascular disease usually develops later in life. All three categories have risk factors in common (obesity, lack of physical exercise, nutrition, quality of sleep) and so it is possible to develop health education programmes that, if they lead to employee behaviour change, will lead to improved health outcomes in all three categories.

Interesting information was gleaned about work life balance. It is clear that the management cadre across these departments work relatively long hours. There are differing views of management capacity to help their direct reports achieve a preferred work life balance as a result of sending the wrong message and not necessarily 'practising what they preach.'

Human Resources (HRS) have responded to the findings by offering its employees a series of 'health months', focusing each month on the themes of physical activity, general health, and nutrition. These series of health months are designed to address the health risks, identified from the risk assessment process. The health months have consisted of Health and Wellbeing Fairs that included fun related fitness activities and mental wellbeing classes such as Speed Salsa, aerobics, yoga, safe stretching, back care and laughter yoga. Health and Wellbeing Fair days also include activities and advice relating to mental health, physiotherapy and lower back care, interactive nutritional advice, promotion of TfL Employee benefits and an exhaustive range of literature, avenues of advice and data relating to health and personal wellbeing is distributed and on supply, much of which may assist in the prevention and management of discomfort and disease.

The Health and Wellbeing Fairs have been very well attended and well received and have also been utilised to inform staff of the occupational health services available to them. Monthly competitions and activities relating to the themed health months has allowed staff to be involved in learning more about methods of living a desired lifestyle.

Another strand of the Health and Wellbeing programme has been the development of induction training for all new managers to TfL, covering training and the associated systems to manage this training, in fully understanding 'Managing TfL's business', 'Managing My Team' and 'Managing Myself'. This programme includes much research and pre-course reading, a rigorous three full days of training over a period of six weeks, including scenario (mock staff / manager) based interactive activities, discussions and information sharing and networking. This training has been very well attended, supported and received throughout TfL and is designed amongst other things, to improve managers' understanding of TfL's approach to employee health and wellbeing and to identify the services and information streams that are available to themselves as managers, and the services that are available to their staff.

Production of information on stress and musculo-skeletal issues

TfL Employee Communications have funded the production of stress toolkits and back care guides for all TfL employees. These were initially produced as part of the LUL health plan and have now been re-branded and edited to be suitable for all TfL employees. They will be distributed during 2006/7.

Stress 'Hot Spots'

In addition, the Occupational Health department has offered interventions at 'hot spots' – those locations where there is particular concern that stress levels are high and not being well managed. A stress consultant makes an initial assessment of the key issues. The manager is encouraged to refer individuals who are having particular difficulties into a stress reduction group (a six session, 2 hours a week group which is part of the routine OH provision) and there is some work with one or more of the managers. It is noticeable that a key intervention is often a form of coaching for the managers to explain how to deal both with employee stress and their own stress properly and effectively.

'Flu vaccination programme

The Occupational Health team offered an expanded 'flu vaccination programme in 2005/6. The provision to London Rail will be reviewed this year as they have proportionately higher absence for colds and 'flu than any other mode, although the days lost per employee are still lower than other modes.

London Underground's Health Improvement Plan

London Underground has completed the second year of its five year health improvement programme and this was reported on to SHEC on 14th March 2006. The key elements of the 2006/7 programme are:

- the provision of 26 Health Fairs across the network on a weekly basis from June to November
- the production of a booklet on healthy eating with a focus on the needs of shift workers
- the development a questionnaire to identify a person's risk factors for the development of diabetes mellitus

- the provision of an intervention at 'hot spots' – those locations where there is particular concern that employee and manager stress levels are high and not being well managed
- the introduction into the employee satisfaction survey of specific questions to provide a high level stress audit for London Underground as recommended by the Health and Safety Executive.

5.3 Conclusion

The health related activities across the company are focused on appropriate risk factors, primarily on mental health, musculo-skeletal health and colds and 'flu. The use of health fairs and themed health months to educate employees about lifestyle behaviours will also have an impact on cardiovascular risk factors if employees actually change their lifestyle health behaviours. A continued focus on this positive and preventative approach to health contributes to TfL's improving performance in this important area of employee engagement.

6. Road Safety

26,742 road traffic collisions occurring on the public highway and resulting in personal injury were reported to the Metropolitan and City Police within Greater London during 2005. This represents a 7% decrease compared with 2004. These 26,742 collisions resulted in 31,830 casualties. Of these 214 were fatally injured, 3,436 were seriously injured and 28,180 were slightly injured.

The graphs below show a breakdown of type of injury by road user comparing the numbers for Greater London as a whole and for the TLRN roads for which TfL is responsible.

Casualty reduction targets – progress towards 2010

In March 2000, the Government announced a new national road safety strategy and casualty reduction targets for 2010 in *Tomorrow's roads – safer for everyone*. By 2010, the casualty reduction targets to be achieved, compared with the 1994-98 average are:

- a 40% reduction in the number of people killed or seriously injured (KSI)
- a 50% reduction in the number of children killed or seriously injured
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

In addition a Road Safety Plan for London was produced by Transport for London in accordance with the Mayor's Transport Strategy. This plan supported the national targets and recommended further targets for reducing the numbers of pedestrians, pedal cyclists and powered two-wheeler riders who are killed or seriously injured by 40% by 2010.

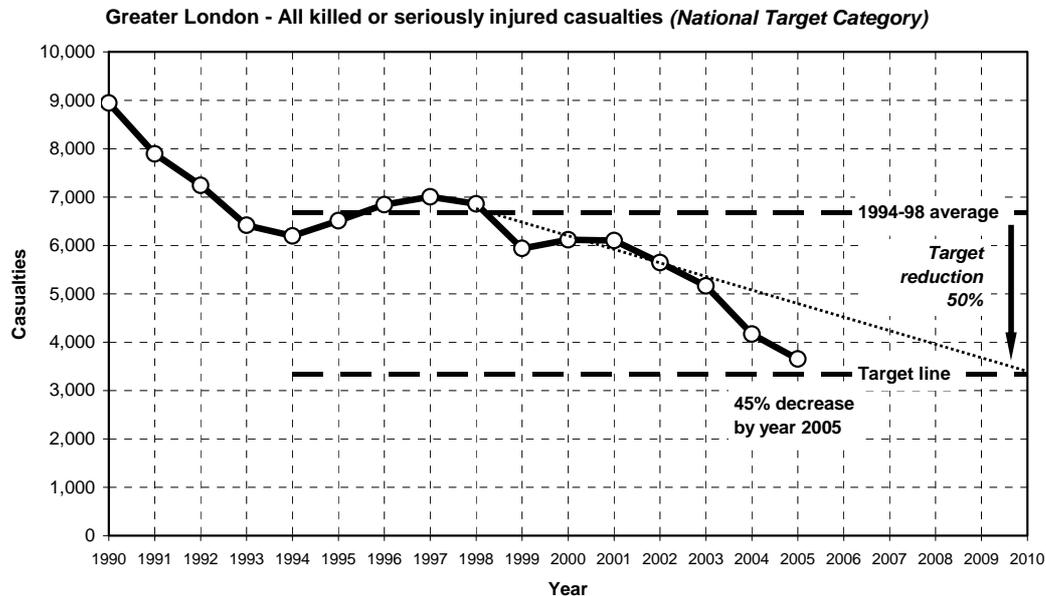
By 2004, these targets had largely been achieved in London, apart from those for powered two wheelers. Thus, following consultation with key stakeholders the Mayor announced new, more stringent, targets in March 2006, to be achieved by 2010:

- a 50% reduction in the number of people killed or seriously injured
- a 50% reduction in the number of cyclists and pedestrians killed or seriously injured
- a 40% reduction in the number of powered two wheeler users killed or seriously injured (unchanged)

- a 60% reduction in the number of children killed or seriously injured
- a 25% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

The figures that follow and the table in Appendix 7.6 shows progress towards the Mayor's new revised targets for the 12 months ending December 2005.

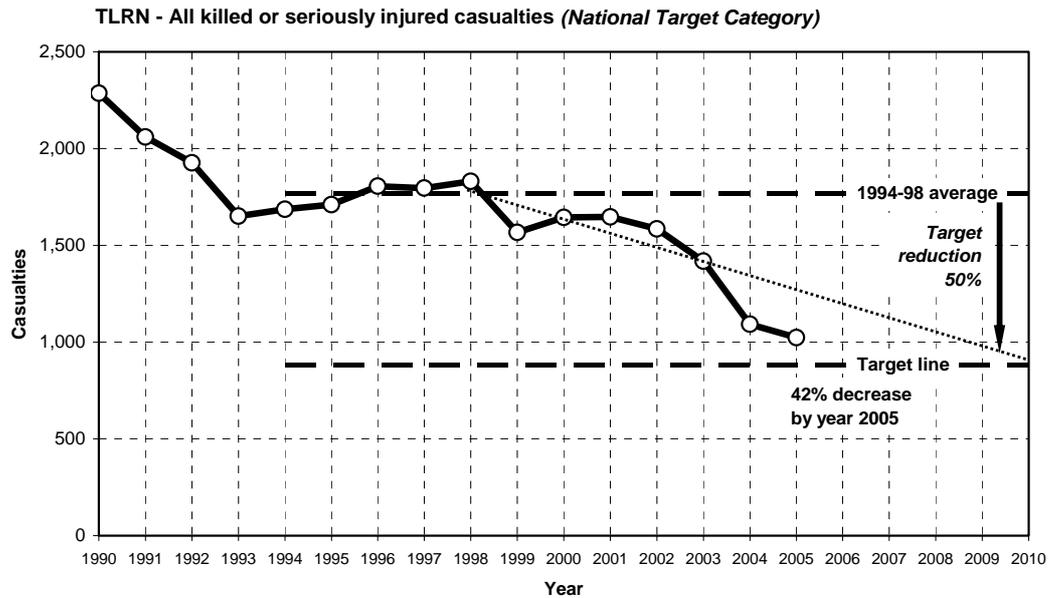
6.1 All killed or seriously injured casualties



Fatalities in 2005 have fallen by 1% from 216 to 214 compared with 2004. Serious injuries decreased by 13%. Slight injuries decreased by 7%.

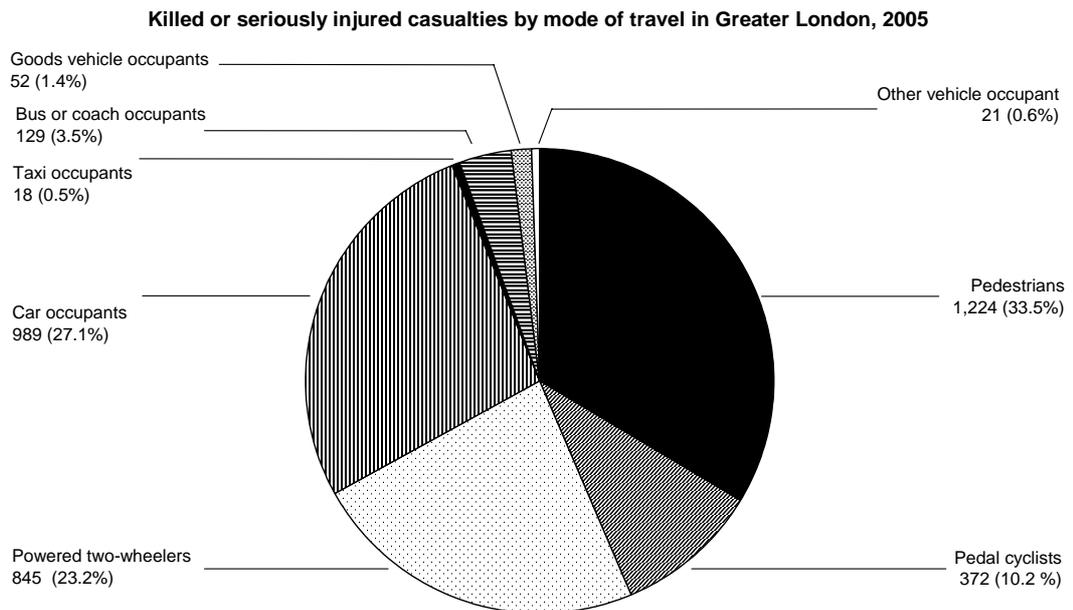
Following a 12% decrease in the 12 months ending December 2005, all fatal or seriously injured casualties were 45% below the 1994-98 average. However, for fatalities (graphs only refer to KSI), it should be noted that a reduction of 1% in fatalities compared with 2004, brought them 14% below the 1994-98 average by 2005.

In 2005, 154 out of the 214 fatalities (72%) were people external to vehicles (pedestrians, pedal cyclists and powered two-wheeler users).



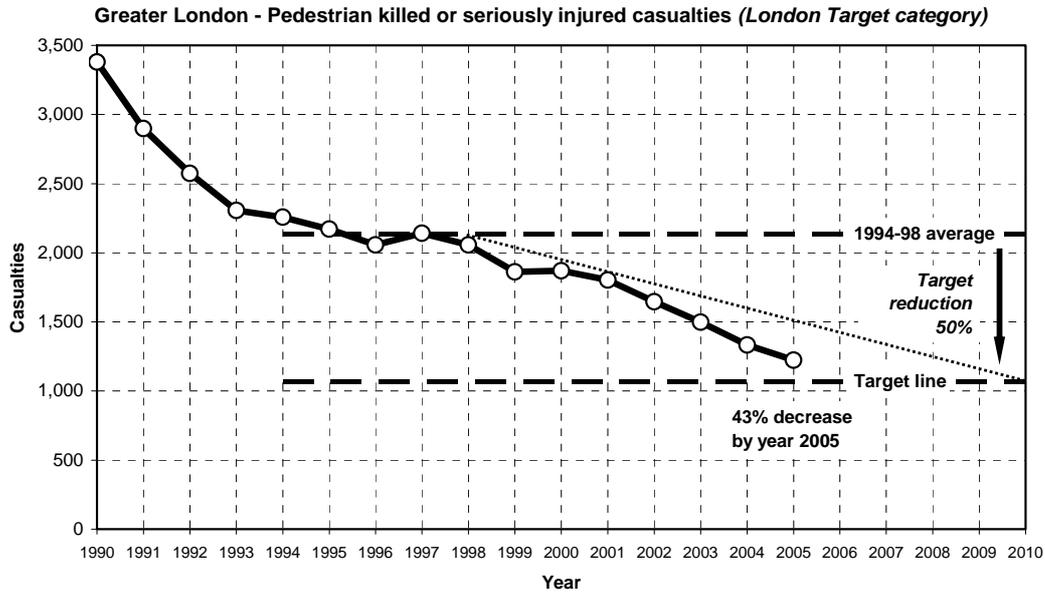
The trend for TLRN largely reflects the trend for Greater London, also with a decrease of 42% from the 1994-98 average.

The pie chart below indicates killed or seriously injured casualties by mode of travel for all roads in Greater London in 2005:



6.2 Pedestrian killed or seriously injured casualties

Pedestrians accounted for 42% of all fatalities and 33% of all serious injuries. Pedestrian casualties decreased by 6% from 2004. Within this figure pedestrian fatalities decreased by 3% to 89, serious injuries decreased by 9% and slight injuries decreased by 5%.



After an 8% decrease in the 12 months ending December 2005, pedestrians killed or seriously injured were 43% below the 1994-98 average.

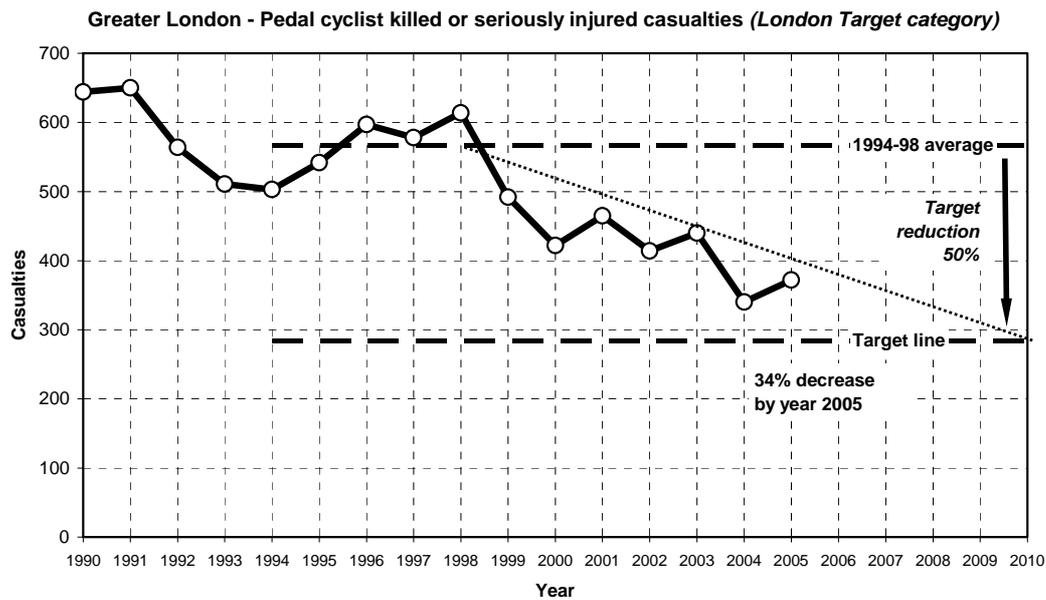


The trend for TLRN largely mirrors that of Greater London with a decrease of 39% as opposed to 43% for all roads against the 1994-98 average. However, a small increase of 2% was noted in 2004-5 on the TLRN.

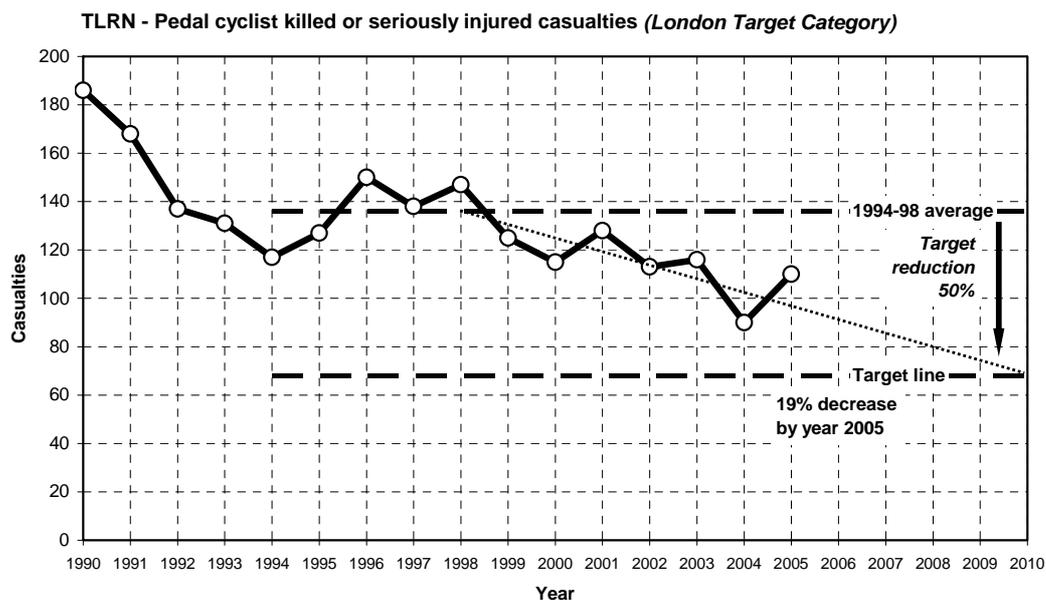
6.3 Pedal cyclist killed or seriously injured casualties

In 2005, pedal cyclists accounted for 9% of all casualties and 10% of all fatalities. Pedal cyclist casualties decreased by 2% from 2004. Within this, the number of fatalities

increased from a low point of 8 in 2004 to 21 in 2005, serious injuries increased by 9% and slight injuries decreased by 4%.



Following a 9% increase in the 12 months ending December 2005, pedal cyclists killed or seriously injured were 34% below the 1994-98 average.

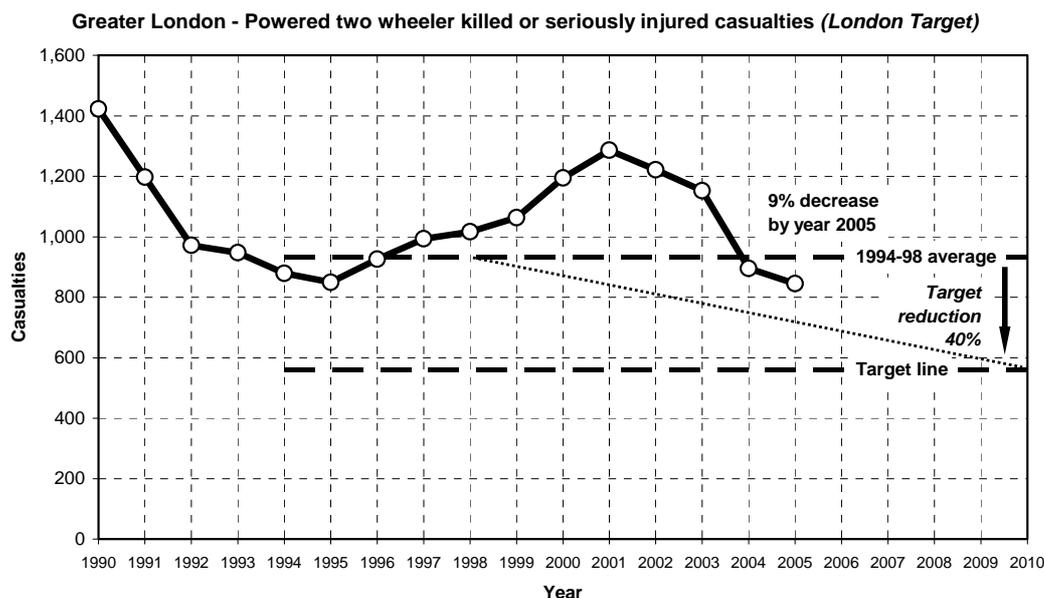


The trend for TLRN largely reflects that of Greater London, again with a larger increase of 22% in 2004-5. This means that the decrease from the 1994-98 average by 2005 was now only 19%. This is due, in part at least, to an increase in the amount of cycling in London and TfL is monitoring the figures carefully to see if this is a short-term effect or if the trend is continuing into 2006. If the latter, appropriate resources will be provided for cyclist safety activities.

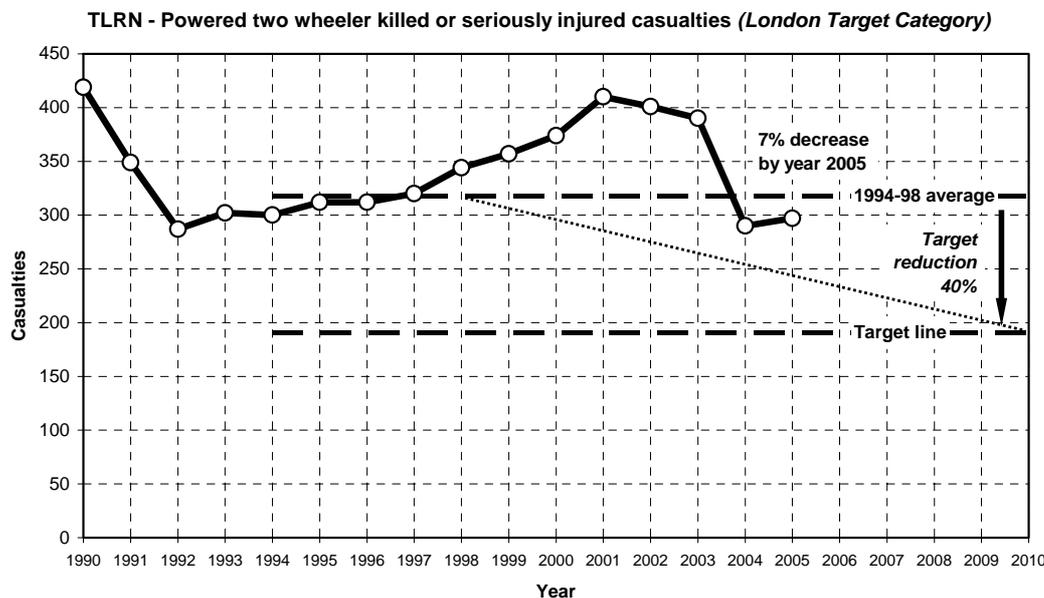
6.4 Powered two-wheeler killed or seriously injured casualties

Riders/passengers of powered two-wheelers accounted for 16% of all casualties and 21% of all fatalities. Powered two-wheeler casualties saw an overall decrease of 7% from

2004, and fatalities decreased by 6% from 47 to 44. Serious injuries decreased by 6% and slight injuries decreased by 8%.

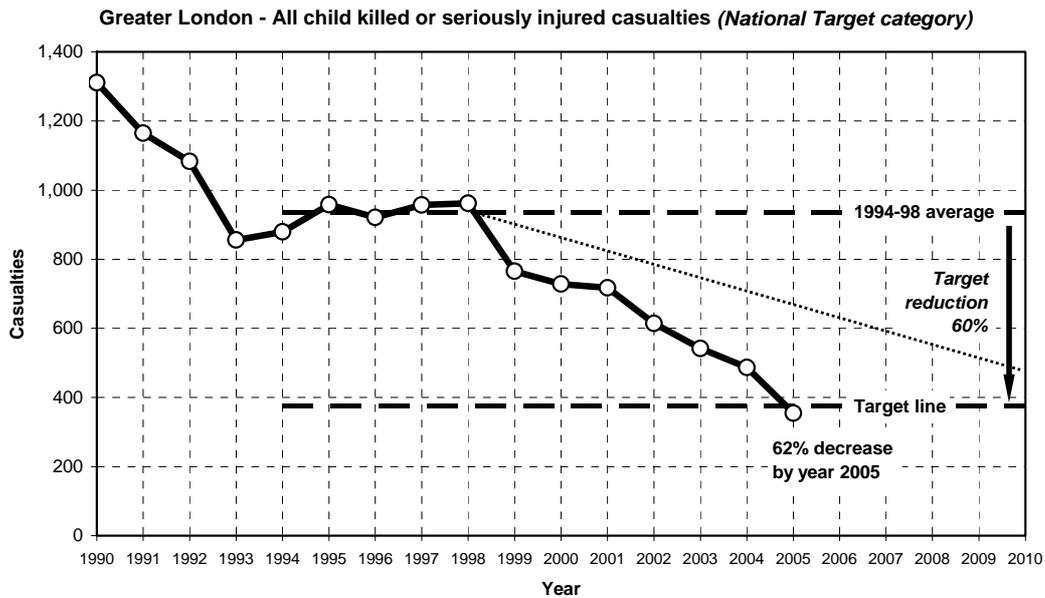


Powered two-wheeler killed or seriously injured casualties are below the 1994-98 average for the second year running. After a 6% decrease in the 12 months ending December 2005, powered two-wheeler riders killed or seriously injured were 9% below the 1994-98 average.

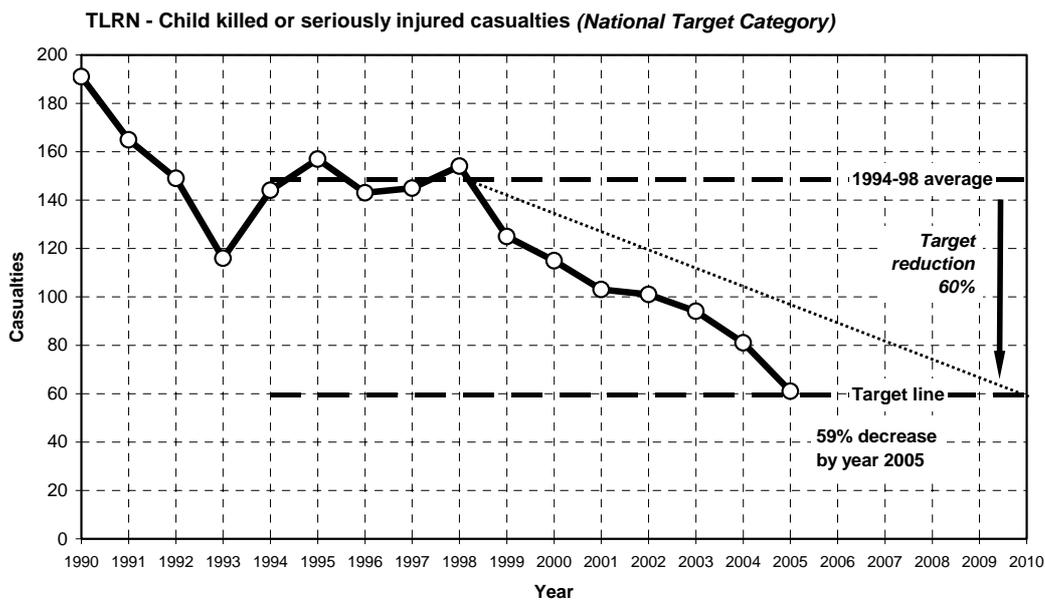


The trend for TLRN is slightly different to that of Greater London as a whole, with an increase of 2% being observed in 2005 so that the KSI casualties are now only 7% below the 1994-98 average.

6.5 Child killed or seriously injured casualties

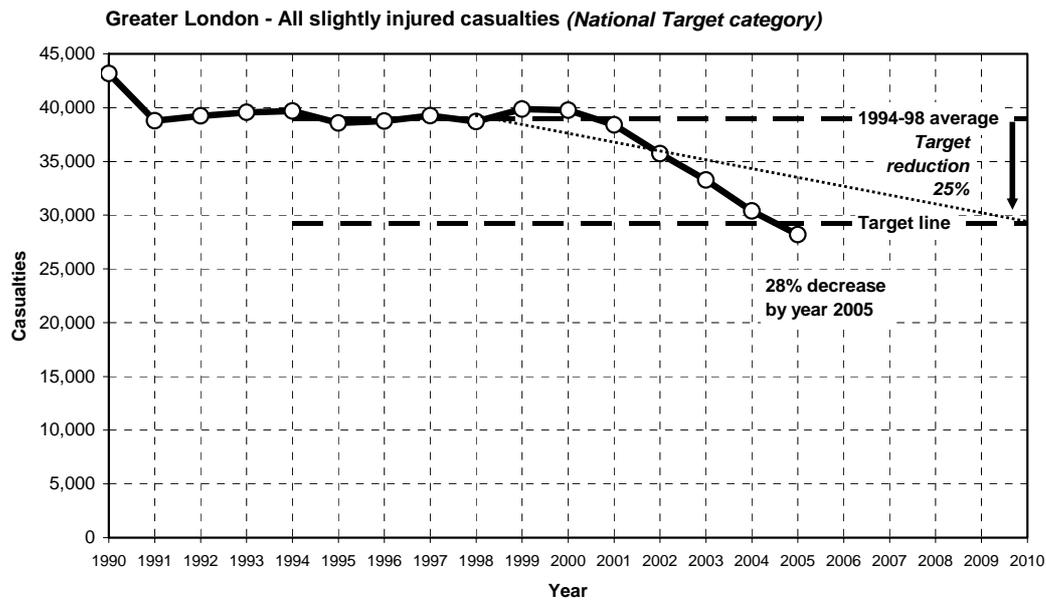


After a 27% decrease in the 12 months ending December 2005, all child fatal or seriously injured casualties were 62% below the 1994-98 average.

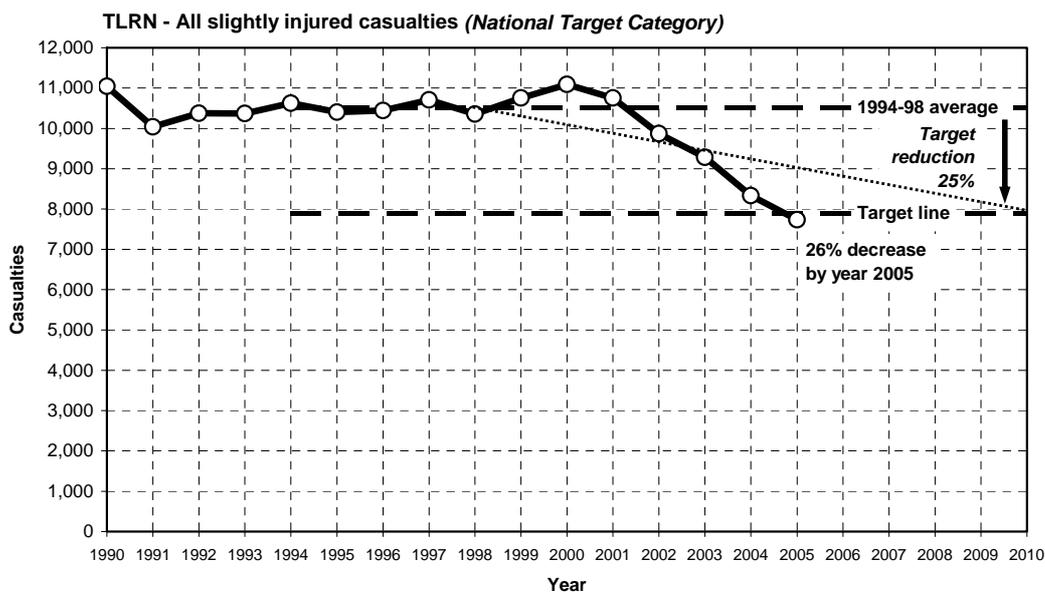


The trend of TLRN mirrors that of Greater London, with child KSI casualties being 59% below the 1994-98 average by the end of 2005, following a reduction of 25% in 2005.

6.6 Slight casualties



After a 7% decrease in the 12 months ending December 2005, slight casualties were 28% below the 1994-98 average.



The trend for TLRN mirrors that of Greater London with slight casualties being 26% below the 1994-98 average, following a decrease of 7% in 2005.

Finally, whilst the progress towards, and in some cases achievement of the casualty targets for 2010 is a real success, it is recognised that the casualty rates on the roads remain unacceptably high and continued effort to drive them down further is essential.

7. Appendices

7.1 Glossary

Acronyms

ACOP	Approved Code of Practice	LRSL	London River Services Limited
BTEC	Business and Technical Education Council	LUL	London Underground Limited
CBI	Confederation of British Industry	MSD	Musculo-skeletal Disorder
CCTV	Closed Circuit Television	NVQ	National Vocational Qualification
CDM	Construction Design Management Regulations	OHS&W	Occupational Health, Safety & Welfare
CGLR	City Greenwich Lewisham Rail	PCO	Public Carriage Office
COSHH	Control of Substances Hazardous to Health	PED	Platform Edge Doors
DfT	Department for Transport	PFI	Private Finance Initiative
DLR (L)	Docklands Light Railway (Limited)	PIAP	Project identification, appraisal and prioritisation
DQM	Driver Quality Monitoring	PTI	Platform Train Interface
DSE	Display Screen Equipment	RIDDOR	Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995
EAP	Environmental Action Plan	ROARS	Railway Operators Audit Rating System
EQM	Engineering Quality Monitoring	RISC	Resourcing, Incident and Strategy Committee
ETB / DaR	East Thames Buses / Dial a Ride	RTAs	Road Traffic Accidents
FTA	Freight Transport Authority	RSC	Railway Safety Case
GPS	Global Positioning System	SDL	Serco Docklands Limited
H&S	Health and Safety	SPAD	Signal Passed at Danger
HRS	Human Resources	SMS	Safety Management

	System		System
HSE	Health, Safety & Environment Or Health and Safety Executive	TAG	Technical Audit Group
HSEMS	Health, safety & Environmental Management System	TCL	Tramlink Croydon Limited
HSEC	Health, Safety & Environment Committee	TfL	Transport for London
ISRS	International Safety Rating System	TLRN	The London Road Network
KPI	Key Performance Indicator	TOCU	Transport Operational Command Unit
KSI	Killed or Seriously Injured	TPED	Transport Policing and Enforcement Directorate
LBSL	London Bus Services Limited	VCS	Victoria Coach Station
LED	Light Emitting Diode	WRA	Workplace Risk Assessment

7.2 LUL Data for TfL Year End Report

- Customer Injuries

Year	Fatal	Major	Minor	Customer Journeys
2000/01	7	136	2821	969,711,000
2001/02	5	102	2228	952,597,000
2002/03	7	101	2321	942,193,297
2003/04	5	136	2430	947,531,272
2004/05	4	118	2479	981,762,298
2005/06	2	117	2446	964531569

- Employee on Duty – Injuries

Injuries sustained as a result of physical assault are included here

Year	Fatal	Major	Minor	No employees
2000/01	0	10	2087	11675 (period 13)
2001/02	0	6	2239	12703 (period 13)
2002/03	0	5	2210	13096 (period 13)
2003/04	0	7	2686	12994 (period 13)
2004/05	0	8	3062	13094 (period 13)
2005/06	0	10	2910	13366 (period 13)

- Contractor – Injuries

Year	Fatal	Major	Minor	No Contractors
2000/01	1	12	834	
2001/02	0	15	1040	
2002/03	0	17	1164	
2003/04	0	11	1366	
2004/05	0	15	1619	
2005/06	0	17	787	

- Employee Assaults

Year	Actual	No employees
2000/01	1170	11675 (period 13)
2001/02	1208	12703 (period 13)
2002/03	1166	13096 (period 13)
2003/04	1610	12994 (period 13)
2004/05	1877	13094 (period 13)
2005/06	1741	13366 (period 13)

- Customer Assaults

Year	Actual	Customer Journeys
2000/01	502	969,711,000
2001/02	526	952,597,000
2002/03	380	942,193,297
2003/04	374	947,531,272
2004/05	411	981,762,298
2005/06	375	964,531,569

- Contractor Assaults

	Actual	No Contractors
1999/00	21	
2000/01	19	
2001/02	24	
2002/03	20	
2003/04	26	
2004/05	22	
2005/06	24	

- Platform Train Interface (PTI) Incidents (LUL)

2000-01	1474
2001-02	1326
2002-03	1214
2003-04	1281
2004-05	1316
2005/06	1248

- SPADS (LUL)

2000-01	844
2001-02	860
2002-03	957
2003-04	951

2004-05	939
2005/06	775

- Confirmed Fire (LUL)

2000-01	287
2001-02	377
2002-03	350
2003-04	446
2004-05	300
2005/06	247

7.3 Surface Transport Data for TfL Year End Report

- Customer Injuries (inc ETB values)

Year	Fatal	Major	Minor	Customer Journeys (millions)
2000/01	2	34	3518	1370.12
2001/02	4	70	3293	1450.22
2002/03	3	648	2788	1554.73
2003/04	2	642	2823	1723.42
2004/05	2	730	2389	1681.24
2005/06	3	866	2486	1560.43

- Employee on Duty – Injuries

Year	Fatal	Major	Minor	Headcount
2000/01	0	5	35	Not available
2001/02	0	10	37	
2002/03	0	8	66	
2003/04	0	6	93	3197
2004/05	1	8	140	3548
2005/06	0	6	172	3744

- Contractor – Injuries (inc ETB)

Year	Fatal	Major	Minor	No. contractors (if available)
2000/01	0	84	880	Not known
2001/02	0	123	758	
2002/03	0	133	861	
2003/04	1	186	838	
2004/05	0	146	433	
2005/06	1	158	450	

- Employee Assaults

Year	Actual	Headcount
2000/01	135	Not available
2001/02	102	
2002/03	201	
2003/04	116	3197
2004/05	165	3548

2005/06	170	3744
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- Customer Assaults

Year	Actual	Customer Journeys (millions)
2000/01	12	1,370
2001/02	51	1,450
2002/03	75	1,555
2003/04	110	1,723
2004/05	79	1,681
2005/06	218	1560.43

- Contractor Assaults

1999/00	339
2000/01	324
2001/02	1569
2002/03	1555
2003/04	1270
2004/05	655
2005/06	1105

DQM (LBSL)

Quarter	03/04 Q1	Q2	Q3	Q4	04/05 Q1	Q2	Q3	Q4
acceptable target	70	70	70	70	70	70	70	70
% acceptable	47	47.8	46.8	46.7	50.1	54	57.1	60.4
serious target	30	30	30	30	30	30	30	30
% serious	50.4	48.7	51.4	50.8	48.5	44.2	41.2	38.4
dangerous target	0	0	0	0	0	0	0	0
% dangerous	2.6	3.5	1.8	2.5	1.4	1.8	1.7	1.7

3rd Party Incident Rates

	2001-2	2002-3	2003-4	2004-5	2005/06
Minor total	551	416	400	440	403
Minor rate	9.6118	6.860992	5.993	2.0231348	1.6797408
Major total	93	323	328	270	614
Major rate	1.6377	5.294947	4.873	1.2414633	2.559208
Fatality total	24	11	11	12	15
Fatality rate	0.4136	0.180804	0.165	0.0551761	0.0625214
Miles Operated	231777800	246939670	271670910	217485279	239917971

SPAS (TRAM)

2004/5	2004/05	2005/06
Driver SPAS	19	13
Technical SPAS	7	8
Wrong Side Door Opening	18	4
Customer Journeys	21063053	22500000

Final ridership figures for Tramlink will be confirmed in P3/4

7.4 London Rail Data for TfL Year End Report

- Customer Injuries

Year	Fatal	Major	Minor	Customer Journeys (millions)
2000/01	Not available			
2001/02	0	4	58	41.3
2002/03	0	18	82	45.8
2003/04	0	3	86	48.4
2004/5	0	4	75	50.1
2005/6	0	7	33	53

- Employee on Duty – Injuries

Year	Fatal	Major	Minor	No employees
2000/01	Not available			
2001/02	0	0	0	23
2002/03	0	0	0	23
2003/04	0	0	1	26
2004/05	0	0	0	96
2005/6	0	0	3	101

- Contractor – Injuries

Year	Fatal	Major	Minor	No Contractors
2000/01	Not available			Not available
2001/02	0	8	43	
2002/03	0	4	58	
2003/04	0	8	62	
2004/05	0	6	36	
2005/06	0	0	26	

- Employee Assaults

Year	Actual	No employees
2000/01	Not available	
2001/02	0	23
2002/03	0	23
2003/04	0	26
2004/05	0	96
2005/06	0	101

- Customer Assaults

Year	Actual	Customer Journeys (millions)
2000/01		Not available
2001/02	91	41.3
2002/03	92	45.8
2003/04	63	48.4
2004/05	50	50.1
2005/06	19	53

- Contractor Assaults

	Actual	No Contractors
1999/00	Not available	Not available
2000/01	Not available	
2001/02	134	
2002/03	142	
2003/04	172	
2004/05	165	
2005/06	97	

- Procedural Irregularities

	Number
2001/02	60
2002/03	49
2003/04	33
2004/05	41
2005/06	25

- Vandalism

	Number
2001/02	220
2002/03	240
2003/04	161
2004/05	15 (see note)
2005/06	29

Note : The method of recording has now changed. Property damage that is not confirmed as vandalism is no longer recorded as vandalism as was previously the case.

- Confirmed fires

	Number
2001/02	24
2002/03	22
2003/04	12
2004/05	12
2005/06	12

7.5 TfL Corp Data for TfL Year End Report

- Customer Injuries

Year	Fatal	Major	Minor	Customer
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				Journeys (millions)
2000/01	0	0	23	Not applicable
2001/02	0	0	19	
2002/03	0	0	28	
2003/04	0	0	25	
2004/05	0	0	30	
2005/06	0	0	7	

- Employee on Duty – Injuries

Year	Fatal	Major	Minor	Headcount
2000/01	0	0	37	618
2001/02	0	1	55	665
2002/03	0	1	62	759
2003/04	0	2	64	1609
2004/05	0	1	45	1633
2005/06	0	0	43	1613

- Contractor – Injuries

Year	Fatal	Major	Minor	No. contractors (if available)
2000/01	1	0	Not known	Not known
2001/02	0	0		
2002/03	0	1		
2003/04	0	0		
2004/05	0	0	1	
2005/06	0	1	3	

- Employee Assaults

Year	Actual	Headcount
2000/01	1	618
2001/02	2	665
2002/03	2	759
2003/04	2	1609
2004/05	0	1633
2005/06	0	1602

- Customer Assaults

Year	Actual	Customer Journeys (millions)
2000/01	0	Not applicable
2001/02	0	

2002/03	0	
2003/04	0	
2004/05	0	
2005/06	0	

- Contractor Assaults

1999/00	0
2000/01	0
2001/02	0
2002/03	0
2003/04	0
2004/05	0
2005/06	0

7.6 Casualties in 12 months ending December 2005 compared with 1994-98 average and 12 months ending December 2004

Table 1: Towards the year 2010: Monitoring casualties in London - all roads.
Casualties in the year 2005 compared with the 1994-98 average and 2004

Casualty severity	User group	Casualty numbers			Percentage change in 2005 over	
		1994-1998 average	2004	2005	2004	1994-1998 average
Fatal	Pedestrians	136.0	92	89	-3%	-35%
	Pedal cyclists	14.8	8	21	163%	42%
	Powered two-wheeler	33.6	47	44	-6%	31%
	Car occupants	55.4	53	54	2%	-3%
	Bus or coach occupants	3.0	4	3	-25%	0%
	Other vehicle occupants	6.0	12	3	-75%	-50%
	Total	248.8	216	214	-1%	-14%
Fatal & serious	Pedestrians	2,136.6	1,334	1,224	-8%	-43%
	Pedal cyclists	566.8	340	372	9%	-34%
	Powered two-wheeler	932.8	895	845	-6%	-9%
	Car occupants	2,568.8	1,292	989	-23%	-61%
	Bus or coach occupants	256.4	195	129	-34%	-50%
	Other vehicle occupants	223.0	113	91	-19%	-59%
	Total	6,684.4	4,169	3,650	-12%	-45%
	Child pedestrians	591.6	304	241	-21%	-59%
	Child pedal cyclists	110.6	47	34	-28%	-69%
	Child car passengers	195.0	89	53	-40%	-73%
	Child bus/coach passengers	20.8	21	9	-57%	-57%
	Other child casualties	17.4	26	18	-31%	3%
	Children (under 16yrs)	935.4	487	355	-27%	-62%
Slight*	Pedestrians	7,155.2	5,042	4,799	-5%	-33%
	Pedal cyclists	3,845.6	2,620	2,523	-4%	-34%
	Powered two-wheeler	5,139.4	4,663	4,297	-8%	-16%
	Car occupants	19,314.0	14,871	13,790	-7%	-29%
	Bus or coach occupants	2,017.4	2,058	1,705	-17%	-15%
	Other vehicle occupants	1,525.2	1,132	1,066	-6%	-30%
	Total	38,996.8	30,386	28,180	-7%	-28%
All severities	Pedestrians	9,291.8	6,376	6,023	-6%	-35%
	Pedal cyclists	4,412.4	2,960	2,895	-2%	-34%
	Powered two-wheeler	6,072.2	5,558	5,142	-7%	-15%
	Car occupants	21,882.8	16,163	14,779	-9%	-32%
	Bus or coach occupants	2,273.8	2,253	1,834	-19%	-19%
	Other vehicle occupants	1,748.2	1,245	1,157	-7%	-34%
	Total	45,681.2	34,555	31,830	-8%	-30%

NB. Shaded areas show the National and London casualty reduction target categories.

* The government's target is for 10% reduction in the slight casualty rate per 100 million vehicle kilometres.

Until guidance is received from DfT on how this should be measured, slight casualties are shown as casualty numbers rather than a casualty rate.

**TRANSPORT FOR LONDON
SAFETY, HEALTH & ENVIRONMENT COMMITTEE**

**SUBJECT: Review of TfL Group Health and Safety Report 2005/06 by
Richard Booth and Stuart Natrass, External Advisers**

MEETING DATE: 6th July 2006

1 INTRODUCTION

This paper is intended to assist SHEC in considering the TfL Group Health and Safety Report 2005-2006, which is on to-day's agenda. It identifies what we think are significant items that SHEC may wish to note. We also comment where we believe it might be helpful for SHEC to have more information or discussion. We have welcomed the opportunity to discuss a draft version of the Report with Richard Stephenson and Mike Shirbon. We were substantially in agreement with it. Some minor amendments and additions have been made at our suggestion.

2 COMMENTS ON REPORT

2.1 Progress against plans/objectives

Generally good progress is reported in implementing plans and meeting objectives. There has been less significant slippage reported, which is an improvement on 2004-2005.

2.2 Health of HSE Management systems

We note the further progress in developing business Health, Safety and Environment management systems (HSEMS) and aligning them with the TfL Group HSEMS. We note the successful pilot of the HSE assurance letters process whereby all modes confirm the status of their management system and look forward to its introduction in 2006-2007. We also note that the Report makes no reference to the process whereby businesses reported to the Commissioner on HSE progress during the year.

2.3 Progress against audit plans

We note another year's good progress in completing audit plans, including the first independent external audit of Streets. The results are generally encouraging. 6. Last year we commented on the sort of assurances that SHEC would need about the scope of audits and the measurement methods adopted, in order to evaluate their implications. During 2005-2006 we have seen a sample of audit reports and are satisfied on these counts. We have also been assured that businesses have a process to monitor actions taken to implement the findings of audits.

2.4 Health and Safety performance statistics

We note the generally good performance, with all businesses being well below the sector average and with some improvements since last year. There are no significantly worsening trends (we accept that the increase in the customer major injury rate in Surface Transport may well be due to improved reporting by bus operators) and the situation with regard to assaults continues to be encouraging. However an eye needs to be kept on assaults associated with ticket disputes in LUL (we wonder whether the level of ticket inspections has increased). We also note that while LUL Platform Train Incidents are on a downward trend, nonetheless LUL is disappointed not to have met the target for 2005-2006 and intends to increase focus on them in 2006-2007. We would welcome more information about station area hazards as some of these (e.g. falls on stairs).

2.5 Major Incidents

We have no comments.

2.6 Health

We note that sickness absence levels are generally higher than the CBI public sector average comparator. However we are impressed by the preventative and educational activities that have been undertaken and the way in which they have been targeted, based on analysis of the areas of greatest loss

It is interesting to note the findings of the survey about work- life balance as regards the long-hours culture at management level. There is little chance of dealing with the problem amongst staff if managers give the wrong signals. It would be interesting to know if the Departments covered by the survey are typical of other parts of TfL.

2.7 Road Safety

The road safety section presents a very clear and revealing picture of the size of the overall problem, and the specific challenges relating to vulnerable road users.

In general, casualty trends continue to be very encouraging. The casualty reduction targets set by the Government in 2000 and supported by the TfL Road Safety Plan were largely met by 2004, apart from powered two-wheeler users. We note that the Mayor announced new lower targets in March 2006. The figures for the year ending December 2005 indicate good progress towards meeting the lower targets.

The difficult areas are powered-two wheeler (PTW) users, as a continuing issue, and the more recent trend regarding pedal cyclists. However, even these categories show an improvement over the 1994-1998 average. While there was a 6% decrease during 2005 in powered-two wheeler KSI casualties, there was an increase amongst pedal cyclists. We note that the Report does not suggest any possible reason for this increase.

A striking figure in the overall statistics is that 72% of fatalities were people external to vehicles: pedestrians, pedal cyclists and powered two-wheelers users. We would very much support (and it may indeed already be being done) detailed analysis of the causal factors associated with these accidents as a basis for preventative initiatives. A key issue is the proportion of cars, goods and public transport vehicles that was associated with these accidents. For example we already know that some types of unprotected road users such as PTW users kill or seriously injure six times more pedestrians, per mile travelled, than do cars.

2.8 Other matters

We note that the report contains no information on enforcement action taken by Regulators. This information is collated in a different way and is reported separately to SHEC.

We also note that this year's report contains no reference to the Environment, which we will be the subject of a separate report to SHEC later this year.

3. CONCLUSIONS

We believe the report indicates both substantial commitment to HSE throughout TfL and a generally good performance.

As in our comments last year, we continue to emphasise the importance of ensuring a culture that is favourable to HSE. While they are essential, even good Health, Safety and Environment management systems will not achieve success if they are not supported by positive cultures. The observation about long-hours behaviour amongst certain managers illustrates this point.

4. IMPACT ON FUNDING

There is not anticipated to be any direct impact on funding over and above funding already identified for HSE Management System improvement across TfL.

5. RECOMMENDATIONS

The SAFETY HEALTH AND ENVIRONMENT COMMITTEE is requested TO NOTE the content of this paper.

TRANSPORT FOR LONDON

STAFF SUMMARY

SAFETY HEALTH AND ENVIRONMENT COMMITTEE

SUBJECT: Review of the TfL Group HSE Policy

MEETING DATE: 6th July 2006

1. PURPOSE

To inform members of the revised TfL Group HSE policy.

2. Background

All employers are required to document their general policy regarding health and safety under Section 2(3) of the Health and Safety at Work Act 1974. The first TfL Group HSE policy was issued in July 2004 and signed by the Commissioner.

3. Changes Affecting the Policy

In keeping with best practice and continual improvement, the policy is subject to annual review. Following the appointment of the new Commissioner, TfLs Group HSE policy needed to be revised to reflect this organisational change.

As part of this review the opportunity was taken to develop a HSE policy that all TfL modes would sign up to, bringing greater clarity and alignment across the modes at a HSE policy and strategy level. As a result of the consultation process there have been some minor changes made to the policy. (The revised policy is Appendix 1 and the current policy Appendix 2)

4. Next Steps

TfL Group HSE will seek sign off on the revised policy and the policy will be communicated across TfL. The modes have agreed to adopt the revised HSE policy at the next available opportunity (e.g. as part of a planned HSEMS review).

5. IMPACT ON FUNDING

There is not anticipated to be any direct impact on funding over and above funding already identified for HSE MS improvement across TfL.

5. RECOMMENDATIONS

The SAFETY HEALTH AND ENVIRONMENT COMMITTEE is requested TO NOTE the content of this paper and RECOMMEND the policy for Commissioner sign off.

Health, Safety & Environment Policy

Owner: Group HSE Director	Effective date: July 2004
Custodian: Group HSE Advisor	Amended: July 2006

The TfL Board, Commissioner and Chief Officers are committed to having health, safety and environmental (HSE) performance that we can be proud of.

By implementing this policy through HSE management systems, TfL shall:

Plan improvements in HSE management by:

- Complying with the spirit and the letter of HSE legislation, Approved Codes of Practice, internal HSE management systems and external HSE standards.
- Ensuring the risks to the health and safety of employees, customers, contractors and 3rd parties are systematically managed to as low as is reasonably practicable.
- Setting progressive objectives and targets to improve HSE management and performance in keeping with stakeholder expectations and Mayoral strategies.
- Taking due account of HSE risks and benefits in decision-making and as an integral part of the business planning process including procurement and major projects.
- Striving to realise environmental benefits, in addition to pollution prevention, with particular focus on managing emissions and climate change.
- Giving due consideration to the Mayor's environmental strategies on air quality, ambient noise, biodiversity, energy and municipal waste.

Implement and operate effective risk control systems by:

- Ensuring employees have the competence and resources to discharge their personal responsibilities for HSE matters and encouraging a positive HSE culture.
- Providing employees with access to services to promote their occupational health and wellbeing.
- Providing premises, plant and equipment and systems of work that contribute to a safe and healthy work place and minimise harm to the environment.
- Securing the commitment and involvement of our employees in improving HSE management through effective communication and consultation mechanisms.
- Ensuring arrangements with contractors promote and actively support TfL in the implementation of this policy.
- Planning for foreseeable emergency conditions to ensure effective risk controls and resilience arrangement are in place.

Monitor HSE performance, taking corrective action where required by:

- Monitoring HSE management system indicators to improve performance
- Ensuring that root causes are identified in the investigation of incidents.
- Effective auditing arrangements are in place to provide assurance and to identify and ensure appropriate corrective action where required.

Undertake regular management reviews

- Regularly review the suitability and effectiveness of HSE management across TfL, including this policy, and undertake improvement action where appropriate.

This policy shall be communicated to all employees and be publicly available.

Health, Safety & Environment Policy

Owner: Group HSE Director
Custodian: Group HSE Advisor
Issue date: July 2004
Effective date: July 2004
Amended: First Issue

The TfL Board, Commissioner and Chief Officers are committed to having health, safety and environmental performances that we can be proud of.

Through the implementation of effective health, safety and environmental management systems as an integral part of improving business performance, we will:

- Comply with the spirit as well as the letter of health, safety and environment related legislation, approved codes of best practice and other relevant standards
- Ensure risks to the health, safety and welfare of our employees, customers, users of the transport system, contractors and others affected by our operations are maintained as low as reasonably practicable
- Ensure our employees have the competence and resources to discharge their personal responsibilities for HSE matters
- Secure the commitment and involvement of our employees in improving HSE management through effective communications and consultation mechanisms
- Provide premises, plant, equipment and systems of work that contribute to a safe and healthy working environment, and that minimise harm to the environment
- Ensure that contractual arrangements with contractors/partners promote their active support in the pursuit and maintenance of exemplary standards of HSE management and performance
- Seek to improve and sustain the quality of the urban (built and natural) environment in line with the Mayoral Strategies
- Regularly monitor, audit and review the effectiveness of the HSE management system, including this policy, and undertake improvement activities where required to achieve the principles of continuous improvement.

Each Business making up the TfL group shall:

- Implement the TfL and Business level HSE Policies
- Have a systematic approach to HSE management
- Set targets for improvement of HSE management and performance, measure and appraise, and report performance against these

This policy and all other relevant business policies shall be communicated and be readily available to all staff and be made freely available to all interested parties.

Commissioner for Transport for London

TRANSPORT FOR LONDON

STAFF SUMMARY

SAFETY HEALTH AND ENVIRONMENT COMMITTEE

SUBJECT: HSE Auditing Across TfL

MEETING DATE: 6th July 2006

1. PURPOSE

To inform members of the HSE audit information that will be reported to SHEC and the timescales in which this will take place.

2. BACKGROUND

The issue of assurance is fundamental to SHEC delivering against its terms of reference. At the request of SHEC a summary of HSE auditing has been undertaken to determine an appropriate level of audit information for SHEC to receive.

3. HSE Auditing Activity across TfL

It is proposed that the modes will provide SHEC with the following information:

- HSE audit plans - annually
- A summary of HSE audits against audit plans and results – annually
- Significant HSE audit findings by exception – within quarterly SHEC reports from the modes.
- The executive summary from independent HSEMS audits as an appendix to the SHEC report following the audit sign off.

4. Next Steps

Group HSE will incorporate HSE audit reporting arrangements from the modes into future SHEC reporting.

5. IMPACT ON FUNDING

There is not anticipated to be any direct impact on funding over and above funding already identified for HSE Management System improvement across TfL.

6. RECOMMENDATIONS

The SAFETY HEALTH AND ENVIRONMENT COMMITTEE is requested TO NOTE the content of this paper.

TRANSPORT FOR LONDON

STAFF SUMMARY

SAFETY HEALTH AND ENVIRONMENT COMMITTEE

SUBJECT: Corporate Directorates Quarterly SHEC Report

MEETING DATE: 6th July 2006

1.0 SUMMARY

1.1 What went well

- The DSeasy computer based Display Screen Equipment (DSE) training and risk assessment package continued its roll-out across the Mode into Group Marketing Operations and TfL Pensions. Benefits of adopting an on-line solution are now being realised and this is generating interest elsewhere across the Group
- Real time data on new expectant mothers and young persons from SAP will improve risk assessment processes.
- Group Property executed its 2005/06 Safety Improvement Plans to programme.
- Group Facilities made further progress in putting together its Departmental Safety Management System with the development of a Project Safety Management Standard for construction projects managed by TfL Group Facilities within non-operational areas.
- The review of the LogicaCMG's Health and Safety Plan was completed. Relevant parts of the Plan will be taken into the LogicaCMG induction pack to be rolled out from 2006/07 Q1.
- Group HSE facilitated a 'dry run' of the 'HSE Assurance Letters' process across all TfL modes. The process will go live in Q1 2006/7 when Chief Officers will sign off against 10 statements regarding the status of HSE management within their mode. The letters will be copied to SHEC.
- Group HSE established a pan TfL quarterly meeting for Directors with lead HSE responsibilities in each mode, aimed at providing greater alignment of HSE leadership.

1.2 Areas for improvement

- Work will take place with Group Facilities to identify oversight arrangements confirming HSE compliance of those non-operational buildings outside the Head Office Portfolio occupied by TfL Group employees and others working on TfL business
- Work continues with relevant stakeholders involved in projects and moves to ensure that compliance is built into workstation installation following moves between existing sites and opening of new sites.

1.3 Other significant plans for next Quarter

- Noise risk assessments for contact centre staff will be completed
- Work will get underway with Group HR Employee Relations to put together a clear framework and guidelines for effective HSE consultation for the Mode. In parallel, additional employee health and safety committees will be established across the Mode to improve and formalise existing HSE consultation arrangements.
- Group HSE will continue its joint project with Group Procurement to increase the level of HSE assurance through the procurement process. This will assist TfL in delivering against the GLA Sustainable Procurement Policy.

2.0 Progress against HSE Plan

- **Corporate Directorate HSE Management System**
Draft Standards devoted to specialist risk assessment, including; Control of Substances Hazardous to Health (COSHH), Personal Protective Equipment (PPE) and Occupational Driving, were completed during Q4.
- **Specific areas of risk**
Work started on a programme of risk assessments at London's Transport Museum depot; scheduled for completion in Q1 2006/07.

3.0 Health of management system

- Meetings were held with Chief Officers and representatives to discuss outcomes of the 'dry run' of the HSE Assurance Letters process and remedial actions.
- Business Plans for each of the 4 Corporate Directorates, outlining HSE objectives for the Corporate Directorates for 2006/07 are in place.

4.0 HSE performance statistics

4.1 Health

- Staff within the Corporate Directorates generated 4359 days of sickness absence during Q4, equivalent to 2.7 days per person (correct as of June 2006). The Quarter maintained the existing pattern of sickness absence with colds and influenza, mental

illness and MSD representing the three largest categories of sickness absence across all 4 Corporate Directorates.

4.2 Safety

- **Employee safety** - there were 9 minor accidents and incidents involving employees generating 2 days of lost time. There were no RIDDOR-reportable accidents.
- **Customer safety** – no incidents to report.
- **Contractor safety** - no incidents to report.
- **Third Party safety** - no incidents to report.

4.3 Environment

- Group Transport Policy and Planning published Tf's Environment Report for 2005 which has seen the introduction of environmental key performance indicators (KPIs) used to measure performance against TfL's 10 objectives. Key achievements are:
 - 28% reduction in particulate matter emissions,
 - an increase in the proportion of renewable energy used by LU to 17.9%
 - a high proportion of construction and demolition waste recycled (87%).
- Planning and Strategy (P&S) produced the Environment section of the Business Planning Guidelines and an accompanying Environment Pack tailored to each Directorate.
- The Major Projects Business Unit (MPBU) Environment Team drafted a Environmental MS in line with ISO 14001:2004 providing consistency in addressing environmental issues and promoting continuous improvement.

5.0 Major Incidents

None.

RECOMMENDATIONS

The Safety, Health and Environment Committee is asked to NOTE the content of this report.

TRANSPORT FOR LONDON

STAFF SUMMARY

SAFETY HEALTH AND ENVIRONMENT COMMITTEE

SUBJECT: London Rail Quarterly SHEC Report

MEETING DATE: 6th July 2006

1.0 SUMMARY

1.1 What went well

London Rail & Docklands Light Railway Ltd.

- Railway Safety Case audit – No 'high' risk issues reported within DLRL, CARE or CGLR, but 4 recorded against SDL. Action plans in place.
- A Safety Improvement Plan for 2006/07 has now been accepted by the DLR Executive and Board Members. Plan rolled out.
- The Risk Register was updated in period 13 with changes being made to the top 20 risks.

Serco Docklands Ltd / City Greenwich Lewisham Rail Ltd/CARE

The trend of no employee reportable assaults continued for a further three periods, the last major employee assault was recorded in period 9 2004. A number of recent initiatives have been implemented which have contributed to the reduction in staff assaults. The initiatives include the following, Security Tasking Group meetings, Joint Patrols (SDL, Revenue & BTP), Local Community involvement; Assaults review panel and Conflict Awareness Training.

East London Line Project

- The Hazard Log continues to be updated to include any hazards arising from changes to the project scope brought by the appointment of LU as Infrastructure Controller. Work has commenced on migrating ELLP Hazard Log to DOORS platform. Due for full migration post May 2006.
- Rolling stock approvals plan and the use of Independent Technical Certifier were endorsed by Network Rail Acceptance Board.
- First two Case for Safety Papers accepted by LU.

1.2 Areas for improvement

Serco Docklands Ltd / City Greenwich Lewisham Rail Ltd

- Stabilise and drive down the continuing rising trend of RIDDOR reportable dangerous occurrences;
- Continue to drive down employee assaults (minor). Slight improvement again this quarter

1.3 Significant plans for next quarter

- Ensure compliance with ROGS
- Produce RSC Audit Action Plan
- Ensure all objectives in the 2006/07 Safety Improvement Programme are successfully implemented.
- ELLP – Issue/implement the Emergency Preparedness Procedure within the East London Line Project Team.
- ELLP – Competence Management system for the engineering team being rolled out.

2.0 Progress against HSE Plan

DLRL: 2005/06

- All but two of the objectives have been completed. Of those outstanding one implementation date has been extended due the change in Franchisee and the second in relation to document control has been deferred to allow a business plan to be produced.
- 2006/07 Plan produced and ratified by the DLR Executive.

SDL:

- The Assurance Plan for 2005/06 - Three objectives not meet. These were in relation to changes in Railway Safety Regulations. Not possible to make progress against these objectives as there has been significant delays in the finalising of the Regulations and the bring of them into force.
- 2006/07 Assurance plan produced.

CGLR: Safety Improvement Plan

- 2005/6 - Satisfactory progress saw all objectives being meet by the end of April 06.
- The 2006/7 Safety Improvement Plan was circulated for comment and was approved at the CGLR SMR on 11th January.

CARE: Safety Improvement Plan

- Safety Plan 2006/07
- Safety Improvement Plan was circulated for comment and was approved by the CARE Board.

ELLP: Safety plan status –

- The ELLP Safety Plan was updated to reflect the change in Infrastructure Controller. All safety-related activities were met.

3.0 Health of management system

- London Rail Safety Management System rolled out.
- DLR HSEMS health check complete. An Audit of the Railway Safety Case and HSEMS was carried out during January. Procedures covering Change Control and Control of Contractors currently under review.
- ELLP – Management system being reviewed next quarter.

4.0 HSE performance

4.1 Health

- There were no significant staff occupational illness and/or sickness issues within London Rail this quarter.

ELLP

- Eye injuries continue to be the main cause of injury. The contractor has been asked to carry out a risk assessment to determine when eye protection is required and to educate all operatives in safe-working methods for all works. The main contractor on site, Scanmoor, has made eye protection mandatory. However, many of the operatives find that the eye protection provided restricts their ability to work and therefore the use of eye protection is poor.

4.2 Safety (significant incidents)

- During period 11 a sub-contractor on ground investigation work struck a buried power cable whilst using a test boring rig. No one was injured. It is claimed by sub-contractor that all precautionary measures were taken. Due to the unreliable data on services in Delta area work was suspended until a full Geotech survey had been carried out.
- Two cable trough lids were placed on the track between Devons Road and Bow Church. The train struck the first obstruction cutting it in two. By the time the train reached the second obstruction it was almost at a halt and this object was just pushed off the rail by the train's wheels into the cess as the train came to a halt. Ten passengers were derailed and walked safely to Devons Road station. A member of the public was subsequently arrested and charged.
- On 16th February, a child ran and then fell between the coupled ends of a train at Canary Wharf Station, he was retrieved by a member of the public, although only suffering from a minor injury the child was removed by ambulance as a precautionary measure.
- Derailment in Beckton Depot. The immediate cause of the incident was identified as the failure to remove chocks from Artic bogie wheel set. Depot processes and procedures were also found to be inadequate and are currently being reviewed/amended.
- End door opening - Vehicles 72/63 Emergency Braked in service. The cause of the EB was found to be an end door opening on the B end of Vehicle 63. The vehicle was removed to the depot where checks confirmed a defective latch
- SPAD in depot - On 18th March 2006 Vehicles 91/07 routing within the depot passed signal 429 at danger stopping short of the points. The Passenger Service Assistant reported that she had complied with all braking procedures. The vehicles were quarantined and tested at Beckton Depot. Tests conducted and data dumps carried out revealed nothing to indicate an underlying fault or traction problems. Rolling Stock Engineer concluded that the incident was inconsistent with a vehicle fault. The vehicles were then released back to service.

4.3 Environment

Nil to report this quarter

5.0 Major incidents

Nil to report this quarter.

Appendix 1

Executive Summary of the HSE MS Audit of London Rail

Meeting structures are in place both internally and externally, that ensure comprehensive coverage of all issues with all the interfacing organisations. A briefing system is in place to keep all employees informed of company issues and safety, but could be improved. All new employees receive a comprehensive induction to the company, covering all aspects of their work and responsibilities.

DLR does not have an integrated document control system, each group has arrangements in place that are suited to their own requirements. This is being addressed through a comprehensive assessment of available systems. This was due to be completed by Q2 of 2005/6, but is still in progress. Once in place, the challenge will be to get all sections involved in letting go of old methods and practices.

The company has procedures for the management of organisational and engineering change, unfortunately they are rarely followed. When they are followed the company is not achieving the benefits obtainable from a comprehensive review of the issues involved and the outcomes of a proposed change.

With the exception of general untidiness of document storage, the working environment for the employees within the office is generally in good condition and meets the Workplace (Health, Safety and Welfare) Regulations 1992. Alterations have been made to building internal structure that do not comply with the Fire Precautions Act 1971 and fire risk assessments have not been completed.

Draft standards have been produced for the maintenance of trains, these need to be introduced and a monitoring / audit regime implemented to ensure the standards are adhered to by the maintainer,

The DLR procurement system is comprehensive in its review and selection of suppliers and contractors. It could be improved by implementing a more structured approach with set criteria and feedback systems that relate to contractors' and suppliers' performance to enable a value judgement to be made on selection based on fact not memory.

DLR has a full understanding of the CDM requirements for all its large projects and will have no difficulty in future projects due to its restructuring of its project management. It has a number of small projects that have been in place before the reorganisation that are managed by SDL for which SDL still needs to be formally notified as to its role for each independent project. Draft high level infrastructure maintenance standards have been produced, these have yet to be finalise and issued to all parties involved in the maintenance of the railway infrastructure.

DLR take the lead in environmental issues affecting the future operation of the Railway. Having its own environmental policy would demonstrate this commitment to the environment to others.

RECOMMENDATIONS

The Safety, Health and Environment Committee is asked to NOTE the content of this report.

TRANSPORT FOR LONDON

STAFF SUMMARY

SAFETY HEALTH AND ENVIRONMENT COMMITTEE

SUBJECT: London Underground Quarterly SHEC Report

MEETING DATE: 6th July 2006

1.0 Summary

1.1 What went well

- LU won the BBC, London Region, Big Challenge Health Works Award for the most improved employer
- A customer awareness campaign to highlight risks at the platform train interface has been launched
- Senior Managers Health and Safety Accountabilities coaching have been completed with over 100 senior managers attending. Excellent course feedback has been received.
- LUSATS red actions are down to 11% of total actions for LU, 53% for Tube Lines, 45% for Metronet BCV and 30% for Metronet SSL
- The number of open Engineers' Regulatory Notices has reduced by 50% throughout 2005/6 as ED continue to work with the PPP and PFI providers to address safety improvement actions
- Kennington/Oval Station Operations Audits recorded excellent performance with all main systems and processes being effectively controlled and implemented
- The standards improvement programme is complete. This has streamlined and strengthened LU's suite of standards from more than 2500 standards to 260.
- A reduction in the number of incidents SPADs (18%), customer fatalities (60%), Section 12 Contraventions, (75%) confirmed fires (18%) and platform train interface (4%) incidents was achieved in 2005/06
- The long term decreasing trend in the number of customer fatalities continues. There were no fatalities in this quarter and only 2 accidental customer fatalities during 2005/6.
- There was one section 12 contravention at St. Johns Wood during the quarter bringing the total for the year to 3. This was a 75% reduction on 2004/05 performance, (9 contraventions received).
- The reduction (16%) in the number of physical incidents of workplace violence related incidents continues this quarter.

1.2 Areas for improvement

- HMRI served a prohibition notice on LU in relation to the self dispatch of trains on the westbound fact platform at Acton Town station in the hours of darkness and at other

times when the platform lighting was required. The conditions of the notice are being complied with.

- The timeliness of reporting incidents to HMRI still requires improvement.
- The Metronet and Tubelines HSEMS audits have identified improvement is required in preventing and monitoring excessive hours worked in line with the European Working Time Directive. This is being addressed through the audit action plan.
- A major increase in the number of administrative staff having time off for back pain was noted.

1.3 Significant plans for next quarter

- The number of administrative staff taking time off for lower back pain is to be monitored to confirm whether the major increase seen this quarter is a trend.
- Specific areas where improvement in the reporting of incidents to HMRI is required will be identified and coaching provided.
- The 3 yearly review of the HSEMS will be started.

2. Progress against LU Safety Improvement Plan (SIP)

Progress with actions in the LU Safety Improvement Plan for 2005/06 is as follows. These actions are tracked on the London Underground Safety Action Tracking System (LUSATS).

Objective 1: Reduce priority residual risks as low as reasonably practicable

- LU continues to monitor the Tube Lines and Metronet track improvement programmes. Initial programme objectives have been achieved and Infracos are now working to correct sub-standard conditions currently regularised by TANC or concession whilst maintaining a compliant situation in respect to emerging faults. Provision for this work has been made in Infraco asset management plans. Both Tube Lines and MRBCV continue to employ dedicated teams responsible for planning. MRSSL have stood down their compliance recovery team and transferred the planning and delivery responsibility to their Line maintenance teams. This has led to non-compliances recurring which MRSSL are now belatedly addressing.
- Work to achieve improved assurance around consistent management and fault fixing of OPO CCTV equipment has been completed. However, the Engineering Directorate is outstanding to provide a final close out report of actions taken.
- Following the success of the SPAD reduction programme in 2005/06 and the wider structural changes to the delivery of LU operational training focussing on the transfer of this from TfL to LU, a revised programme for the development and implementation of investigation training has been agreed.
- A new customer awareness campaign aimed at increasing awareness of the risks at the platform train interface has been developed and launched. Work has also been completed to ensure consistency of the definition of PTI related incidents between LU HSEMS procedures and guidance documents.
- There has been some slippage in the programme to reduce risks arising from work place violence, mainly as a result of the events of 7th July 2005 and also due to consultation around the shorter working week. The overall programme is continuing in 2006/7. Current work includes the roll out of updated training to front line managers,

re-focussing operational managers' performance goals to encourage the development of a more supportive culture and the redesign of reporting mechanisms.

- Review and updating of the LU Quantified Risk Model continues to the revised programme with a planned completion date of December 2006. The main work streams include updating of the models for derailment, collision between trains and with objects and to update passenger loading data.

Objective 2: Continue to simplify LU's standards and related assurance regime.

- The standards improvement programme is complete and all category one standards have now been issued. The number of standards has been streamlined from over 2500 standards to a new suite of 260 LU standards.
- The number of concessions against standards has remained constant throughout 2005/06 despite an increasing volume of work undertaken by suppliers. This indicates Tube Lines and Metronet Rail are more able to comply with the new output based standards.
- Work to map and analyse existing technical, safety and operational assurance processes to identify opportunities for simplification / rationalisation has been completed. An implementation plan has been prepared to improve technical assurance arrangements in respect of supplier confidence and accreditation, internal co-ordination of assurance activities, assurance from non-Infracore suppliers, intrusion models and assurance metrics, and the management of documentation. This work is scheduled for completion by October 2006.
- Work to revise and update LU operational standards is progressing with an overall completion date of March 2007. The structure and outline content of new modular standards has been developed. There have been some changes to plans for detailed standards development and implementation, although these do not impact on the overall programme time scales.
- A new programme has been developed for the introduction and implementation of revised incident management procedures (Na100). This includes new rules for implementing emergency arrangements and competence assurance for Gold and Silver control duties and improvements to safety critical communications in incident management situations. This programme is due to be completed by November 2007.

Objective 3: Further enhance the health and safety competencies of LU managers and staff

- Senior Manager Health and Safety Accountabilities coaching is completed. 10 courses have been held covering 115 senior managers. All courses have received excellent delegate feedback.
- A programme for the competence re-assessment of Duty Stations Managers has been developed and implemented. A process for the continuous assessment of station staff competence is now being developed with implementation planned to commence in June 2006.
- HSE topic briefings have been developed and are available on the SQE intranet site. Topics include asbestos, occupational hygiene, laser pens, health effects from mobile phones, thermal comfort in the workplace, tunnel dust and welding hazards. Further

information relating to train operator exposure to whole body vibration has been included. All information will be updated on an ongoing basis including additional information regarding dust and noise exposure on the underground.

- Work to introduce competence assurance for service control staff is progressing to target. Work to develop competence standards for Line Controllers, Duty Managers, Line Information Assistants, Train Movements Operators / Managers has been completed. There has been some slippage in agreeing the standard and assessment approach which may impact on the overall completion of this programme by March 2007. Progress is currently subject to review by the Service Control Steering Group and it is anticipated that this will be clarified by July 2006.
- A revised programme / approach to deliver competence assurance in the Engineering Directorate have been agreed by the LUL Safety Review Group (SRG). This includes an enhanced Performance and Development / Continuing Professional Development regime and development of a list of technical competencies. Assurance of competence for new staff will be delivered via recruitment activity. This work is now scheduled for completion in August 2006 (original planned completion date December 2005)

2 Health of the Management System

- LU has continued the positive trend of the last two quarters by reducing the number of overdue LUSATS improvement actions. Metronet has also reduced the number of overdue actions. However those on Tubelines have increased.
- The number of open Engineers Regulatory Notices (ERNs) have been reduced by 50% throughout 2005/6, with the Engineering Directorate continuing to work with the PPP and PFI providers to address the safety improvements actions needed.
- From 2006/7 all LUSATs actions submitted for closure or extension will be reviewed/verified by the LU SRG to strengthen the verification process. Similarly those LU actions where no assurance of progress has been provided will be referred to the LU SRG.
- The safety audit programme was completed subject to managed variations. Reports are being prepared for the LU JNP and SSR HSEMS audits, the Metronet (BCV and SSL) HSEMS audit report is being agreed with Metronet whilst the Tubelines HSEMS report has been agreed. Action plans are being prepared for the South Eastern Trains (Stations Operator New Cross) audit and the LU and Infraco Medical Assessment providers' audit.
- The overall trend for Station Operations Audits is stable, with excellent performance being noted from the Kennington/Oval Group. There is an improving trend in relation to Train Operations Audits with Arnos Grove and Morden showing improved and good standards.

4. HSE Performance Statistics

4.1 Health

- LU submitted an entry covering all the work of the Health Improvement Plan and won the BBC Big Challenge Health Works Award for the London Region for the most improved employer

- A reduction of 30% in sickness absence for the attendees of the stress reduction groups has been achieved in the first year since the groups were set up.
- The Working Back guides have been well received by managers and employees. The key messages from these have been integrated into the training package delivered as part of Annual Test of Rules for Customer Service Assistants.
- Referrals to the low back pain physiotherapy service continue to climb this quarter. There is a slight improvement in the number of days lost due to back pain but a worsening in numbers of staff affected compared to the same quarter last year. There is a reduction in the number of train operators and instructor operators taking time off for this reason. There has been a major increase in administrative staff taking time off for this reason.
- 142 staff have been referred via the Medical Assistance Programme since it started. Reduced sickness absence in each case and a reduction in the number of medical retirements have been achieved. Work continues to evaluate the overall financial performance of the pilot.
- 295 drugs and alcohol tests were undertaken in the quarter with no positive results.

4.2 Safety

- The overall decreasing trend seen over the last 10 years in customer fatalities continues. There were no fatalities in this quarter and only 2 accidental customer fatalities during 2005/6. The long run average is 5 fatalities per year. The number of medical fatalities also continues to reduce significantly. This downward trend is also reflected in the number of suicides taking place on LU infrastructure, although to a lesser extent.
- The overall decrease in the number of SPADs continues. Notable downward trends in category A SPADs continue on the District, Piccadilly and Northern lines.
- There was a section 12 contravention at St. John's Wood during the quarter due to a breach of compartmentation and lack of fire stopping, caused by the station refurbishment work.
- An 18% reduction in the number of confirmed fires was achieved in 2005/6. Infracos measures have contributed to this.
- The number of physical incidents of workplace violence and of verbal abuse have fallen as have the number of incidents arising from disputes with touts/beggars. The number of verbal abuse incidents increased during period 12 which coincides with the reduced ticket office services. However, these returned to normal levels in period 13.
- 85% of all RIDDOR reportable incidents during 2005/06 were reported within the required 10 days. This is an improvement over the 76% of 2004/05, however further improvement is still required.

4.3 Environment

- The 2005/06 Stations Energy Challenge has concluded for the year. The total average saving for the Quarter 4 was 25%, resulting in an annual saving of 25.5% well above the target of 20%

The winners of the Stations Energy Challenge 2005/06 are:

- Line: Bakerloo
- Group: Charing Cross
- Station: South Wimbledon

- Ten depots are now recording their energy consumption on a regular basis. This leaves four depots needing to report regularly before a depot energy challenge can commence. Tube Lines have a programme to ensure all their depots report in future.
- The total number of environmental incidents reported this quarter is 140 showing little change from Quarter 3 in average number of incidents per period.
- Environmental complaints continued to rise this quarter; however the total number of environmental complaints received during 2005/06 is 8% lower than last year despite an increased level of contractor activity and train mileage operated. Noise remains the single largest source of complaints.
- The majority of actions within the Environmental Improvement Programme have been completed. Programmes in relation to station recycling and noise have not been fully met yet and are expected to be completed in the next quarter.

5. Major Incidents

There were no major incidents reported during quarter 4 2005/06. However an HMRI prohibition notice was served in relation to a Platform Train Interface incident which took place at Acton Town Station. The notice was with respect to the self dispatching of trains during the hours of darkness and at other times when it is necessary to turn on platform lighting on the westbound fast platform at Acton Town Station. The notice came into effect on 3rd March 2006, and is being complied with. Work to overcome the temporary mitigation is planned to be completed in the next quarter.

Appendix

Executive Summary

London Underground – Third Independent Safety Audit

Background

The Railways (Safety Case) Regulations require railway undertakings to procure an independent safety audit annually. There are prescribed requirements in the Regulations concerning these audits and the means by which LU has met these requirements are described in the approved LU Safety Case. Following an extensive procurement process LU appointed Arthur D. Little (ADL) as its independent safety auditor for a period of 3 years. The approach that ADL adopted for undertaking the annual audit was as followed:

- Phase 1 audit (2003/04) covering LU's management arrangements for health and safety and the implementation of risk control systems. This audit also included, at LU's request, a thorough review of the adequacy of LU's own internal SQE audit arrangements.
- Phase 2 audit (2004/05) covering, in greater depth, the significant issues arising from the phase 1 audit
- Phase 3 audit (2005/06) covering the actions taken by LU to address all of the issues arising from the phase 1 and 2 audits.

All issues arising from the phase 1 and 2 audits have been, and where necessary continue to be, tracked on the LU Safety Action Tracking System (LUSATS)

Significant Issues Arising From the Phase 1 and 2 Audits

The phase 1 and 2 audits highlighted 2 significant areas for improvement:

- The definition and understanding of safety risk control accountabilities and responsibilities across LU
- Technical assurance

The audit also identified a range of less critical findings.

Results of the Phase 3 Audit

The executive summary of the phase 3 audit report states:

Overall, it can be concluded that LU have made significant progress towards addressing the findings of the audit, Clearly a number of the actions raised require on-going action and LU and the Infracos will need to ensure that suitable monitoring and review arrangements are in place.

In particular, close monitoring and periodic formal review will be needed in the areas of:

- *Control and support of PFI and LU Managed projects*
- *Technical assurance*

- *Competence assurance*
- *SPAD management*

These topics are already the subject of on going monitoring and review.

The Health, Safety and Environment Committee of the LU Board has considered the third independent safety audit report and has concluded that all of the necessary actions have been or are being undertaken as part of the Safety Improvement Programme.

As required by the Regulations the full audit report will be provided to the Office of Rail Regulation and to other train operators and infrastructure controllers affected by our operations.

TRANSPORT FOR LONDON

SAFETY, HEALTH AND ENVIRONMENT COMMITTEE

SUBJECT: Surface Transport Quarter 4, 2005/2006 SHEC Report

MEETING DATE: 6th July 2006

1: WHAT WENT WELL

London Buses

- The annual programme of unannounced bus station audits undertaken on behalf of London Buses by LUL, is continuing and is on schedule. There is a continuing improvement in all bus station audits conducted so far.
- The programme of bus operator audits has been concluded with a total of 25 audits undertaken and completed. An annual summary report has been issued highlighting findings from the audits and good practice noted. The document will be used to review the audit scope for the 2006/2007 bus operator audit regime.
- Following the successful pilot Manual Handling Awareness and Manual Handling Assessor training courses further Manual Handling Awareness training has been organised for staff throughout Surface Public Transport.
- Following the pilot audit undertaken at Adshel a site visit has taken place to observe cleaning, maintenance and building operations as part of the Contractor Audit Regime. An action plan has been produced and is being monitored accordingly until the remedial actions identified are closed.
- A programme of replacement of dial-up ATLAS (the London Buses incident management system) connections with ADSL / Broadband to accommodate the increased volume and frequency of data exchange has been undertaken. This project will improve the reliability and accuracy of the data and the connectivity between the ATLAS workstations and the TfL database.

Other Modes

- TPED have implemented the Identisafe system which looks like an identity card but allows the activation of a concealed button which automatically dials a control room allowing operators to listen in to incidents as they happen. If operators detect trouble they can alert the emergency services to attend the scene. Staff using the Identisafe system have been fully trained in its use.
- The Duty Operations Managers at Victoria Coach Station have successfully completed and passed their IOSH Managing Safely examination.

- Group Safety Services and London Buses Limited (East Thames Buses and Dial-A-Ride) have established a Safety Governance Meeting.
- The Clerk of Works at London Trams is continuing the inspection of the condition of Tramlink infrastructure with particular emphasis being given to safety related issues.

Streets

- Actions identified in independent audit of the Streets SMS undertaken by RoSPA have been agreed and an Action Plan developed. Streets specific O&A document has been developed and agreed. Revised SMS procedures for the reporting and investigation of accidents/incidents and reporting and investigation of major incidents have been produced and consulted on.
- Built environment - streetscape pilot projects are continuing under the management of Road Network Development. Subject to approval of the Project Board, the programme will move to external consultation.

2. AREAS FOR IMPROVEMENT

London Buses

- Phase 2 of the ATLAS project introducing planned improvements to the accident reporting systems has experienced some delay to the expected date of completion of 31st March 2006. It is now expected that the programme will be completed towards the middle of May 2006. Resourcing problems are still being experienced with resolving existing bus operator IM issues as a result of the on-going project which is using the available resource.

Other Modes

- The risk assessment process at TPED, including writing and reviewing, needs to be refined to ensure timely action and effective understanding of roles and responsibilities.
- The roll out of the audit programme at London Trams has been delayed due to continual objection by TCL to the audit protocol. London Trams are in discussions with TfL Legal to identify the way forward.
- The newly installed Ramp Rider at London River Services has been risk assessed and highlighted some issues to be resolved. Issues which need to be addressed include the review of the Emergency Plans to ensure that these include actions to take in the event of a wheelchair passenger becoming stuck on the ramp. Work also needs to be undertaken on the prevention of unauthorised access.

Streets

- Revision of Streets SMS – Work has commenced on the review of the SMS operating across all areas of the COO Streets incorporating the comments of the independent auditor.
- Environmental Management System – A review of existing environmental management procedures and general working practice in Streets has been

undertaken as a first step to developing an Environmental Management System to be incorporated into the relevant sections of the existing SMS. Where necessary stand alone procedures will be created.

3. SIGNIFICANT PLANS FOR NEXT QUARTER

London Buses

- Phase 2 of the ATLAS Enhancements project introducing planned improvements to the accident reporting systems is due to be completed by the middle of May 2006. Group Safety Services are undertaking a programme of ATLAS Overview training and Train the Trainer training to enable ATLAS Training and user support to be given to Bus Operators.

Other Modes

- A review of the TPED safety management system is to be undertaken to identify areas for improvement and enable the identification of additional training needs and responsibilities.
- The completion of the Emergency Plan at Victoria Coach Station is scheduled for the end of May and will include familiarisation seminars for all managers and supervisory staff with key points disseminated to all staff and on-site contractors and partners.
- London Trams are to develop safety management procedures for the implementation for major projects including safety assurance and verification procedures.

Streets

- Noise - work on the traffic noise action programme (a commitment in the Mayor's noise strategy) is nearing completion and discussions with relevant internal stakeholders are continuing. The methodology developed will help to identify 'hotspots' and to determine what (if any) mitigation measures may be undertaken on the TLRN. It is intended that the recommendations will be incorporated into the developing network management plan methodology which TfL will be introducing on the TLRN to satisfy the Mayor's Transport Strategy, Traffic Management Act and Network Management Duty requirements.
- Address the findings of the independent audit of the Streets SMS undertaken by RoSPA.

4. PROGRESS AGAINST HEALTH AND SAFETY OBJECTIVES

Health and Safety objectives for all modes have been established. Progress against the objectives is managed either through the London Buses Safety Co-ordination Meeting or the appropriate Business Managers meetings.

5. HSE PERFORMANCE

Safety

- The number of customer and employee incidents on London Buses network remains constant with approximately 385 major and minor incidents reported per period. Improved standards of reporting from bus operators are leading to a gradual improvement in consistency.

Environment

- Environmental performance reporting – Surface Transport will be able to supply more environmental data as part of this year's business planning round, although it is expected that not all contractors will be able to supply all the data required. Reporting requirements are being written into new contract document and the developing environmental management systems.
- Following a direct request from the Mayor, LBSL embarked on a hydrogen bus procurement programme in February 2006. The programme aims to deliver 10 hydrogen buses and construct a depot based refuelling station in 2008-9. A notice was placed in the European Journal inviting suppliers of hydrogen buses and hydrogen refuelling infrastructure to undergo a pre-qualification process. Suppliers deemed suitable would subsequently become Approved Suppliers to LBSL and be invited to tender in June/July.
- The outcome of Selective Catalytic Reduction NOx abatement technology trials on 14 Euro 3 single deck buses has been delayed due to enhancement of the systems which will deliver greater environmental benefits and durability. The trials are now scheduled to continue until June when a decision will be made about the wider roll out across the fleet. The trials of Exhaust Gas Recirculation NOx abatement technology on 10 Euro 2 double deck buses has not gone as well as anticipated and there are no plans for roll out of this technology at this stage. LBSL is currently in discussions with suppliers about further trials using enhanced technology.
- Annual environmental performance reporting will commence from April 2006 and will involve the collation of energy, waste, water and fleet emissions from all of the Surface Transport modes. Data will be reported through the business planning process.

6. MAJOR INCIDENTS

London Buses Major Incidents

Passenger Fell from Bus

A male passenger was fatally injured following a fall from a route 105 in Allenby Road on the 27th February 2006. Police viewed CCTV footage and it appears that the passenger entered the bus followed by 3 other males who were arguing with him, the male passenger then came down the stairs with the others in pursuit. The police are treating the incident as suspicious as it appears that the deceased man did not voluntarily leave the vehicle. Police investigations are continuing.

Bus Collision with Van & Tree

A route 172 collided with a van and then hit a tree in New Kent Road on the 15th March. The driver had to be cut from his cab and 15 people were conveyed to hospital where they were treated and discharged. The van driver was charged with driving without due care and attention.

7. RECOMMENDATIONS

The Safety, Health and Environment Committee is asked to NOTE the content of this report.