

Transport for London

Minutes of the Safety, Health and Environment Assurance Committee

Boardroom 14th Floor Windsor House, London
10.00am, Thursday 7 October 2010

Members

Tony West	Chair
Claudia Arney	Member
Bob Oddy	Member
Patrick O'Keeffe	Member

In Attendance

Shaun McCarthy	Committee Adviser
----------------	-------------------

Staff

Francis Broughton	Head of Safety, Surface Transport (for part)
Martin Brown	Director, Health, Safety and Environment London Rail
Lesley Calladine	Health and Safety Director, Crossrail
Howard Carter	General Counsel
Michèle Dix	Managing Director, Planning (for part)
Vernon Everitt	Managing Director, Group Marketing and Communications (for part)
Richard Stephenson	Director of Group Health, Safety and Environment
Mike Strzelecki	Director of Safety, London Underground
Mike Weston	Operations Director, Surface Transport
Horatio Chishimba	Secretariat Officer

The Chair and Members wished to note their thanks to Ian Brown, who had announced his retirement from TfL. They acknowledged the outstanding contribution he had made, not only to the SHEAC, but to public transport and the rail industry and recognised the improvements delivered for passengers under his leadership of London Rail.

28/10/10 Apologies and Declarations of Interest

Apologies for absence had been received from Charles Belcher, Christopher Garnett, Baroness Grey-Thompson, David Brown, Ian Brown, Mike Brown, Rob Holden and Gordon Sellers.

Bob Oddy declared an interest as General Secretary of the Licensed Taxi Drivers' Association regarding any matters concerning taxis. Tony West declared an interest as a member of Bexley Council's Public Transport Advisory Group.

29/10/10 **Minutes of the Meeting held on 20 July 2010**

The minutes of the meeting held on 20 July 2010 were approved as a correct record and signed by the Chair.

30/10/10 **Matters Arising and Actions List**

There were no matters arising from the minutes.

Meeting to discuss Crossrail's Sustainability Objectives (21/07/10): Shaun McCarthy reported that on 10 September 2010, successful discussions were held between Crossrail, the Chair of the Committee and the Advisers. The Committee recognised that the sustainability of the build programme and the sustainability of the operational railway were both important. Another meeting with Crossrail had been proposed to consider what sustainability-related matters would be brought to the Committee for consideration.

[ACTION: Lesley Calladine]

Blackwall Tunnel Fire FIR (05/03/10): The Blackwall Tunnel Formal Investigation Report had been finalised and sent to Gordon Sellers. The action was closed.

The Committee noted the Actions List.

31/10/10 **Recent London Underground Safety Incidents**

Mike Strzelecki introduced the paper and informed the Committee that investigations continued into the two recent high potential near miss safety incidents on the Northern and District lines. The investigations were expected to conclude at the end of November 2010.

London Underground (LU) had been notified that it would be prosecuted in relation to an incident at Mile End station where customers were injured by a partially detached inter-car barrier. The Committee noted the improving trend in near miss incidents and Members acknowledged London Underground's good safety record and commended Service Control on the prompt and effective response to the Northern line Rail Grinding Train incident on 13 August 2010.

Mike Strzelecki explained that fatigue induced cracks had been detected in the support brackets that attach the power shoe-beams to the bogies of Piccadilly and District line trains. LU was following industry best practice for dealing with fatigue cracking in safety critical components. The situation on the Piccadilly line fleet had been resolved. Further checks and repairs were being carried out on the District line fleet and would continue until the problem was fully resolved.

The Committee noted the paper.

32/10/10 Communicating Safety and Environment Issues

Vernon Everitt introduced the paper and informed the Committee that safety, environmental and sustainability issues were a core part of the communications strategy since they were core elements of the Mayor's Transport Strategy and TfL's day to day delivery. The importance and impact of road safety campaigns, particularly recent teenager campaigns, was outlined to the Committee.

Customer research was conducted last year to assess the awareness of TfL initiatives regarding environmental issues and sustainable travel. It was concluded that there was scope to improve awareness of what TfL was doing and what Londoners themselves could do to help improve environmental and sustainability matters.

Members were informed that Group Marketing and Communications was working towards promoting more initiatives and campaigns and there was a possibility for some of these to be paid for by third parties.

Members commended Group Marketing and Communications on the initiatives and campaigns, particularly those that had led to the 18 per cent reduction in casualty figures for teenagers that had been killed or seriously injured in 2009, down to 301 from 367.

The Committee noted the paper.

33/10/10 London Underground Quarterly Health, Safety and Environment Report

Mike Strzelecki introduced the report and explained that the Coroner's Office had reported a verdict of accidental death with respect to a customer fatality at Harrow and Wealdstone on 20 August 2009.

It was noted that progress on actions in the 2010/11 Work-related Violence Action Plan was on target. This included enhanced communications to the public to reinforce LU's commitment to preventing work-related violence and to following up with enforcement action when an incident took place and a revised training and briefing programme for LU employees. Members noted that most work-related violence prosecutions resulted in a fine rather than a custodial sentence.

The Committee noted the report.

34/10/10 Surface Transport Quarterly Health, Safety and Environment Report

Mike Weston introduced the report and informed the Committee of three fatalities involving buses on the London network in Quarter 1; a cyclist, a pedestrian and an embarking passenger.

More recently, a bus engineer from Go-Ahead who was fatally injured while working on a defective bus on the highway and a pedestrian was fatally injured at Haverstock Hill in North West London, where a bus was now thought to have been involved. All incidents were under investigation.

The Committee also noted that investigations into a fire on an articulated bus near Victoria station had concluded that it was a result of arson and not a mechanical fault.

Following a discussion on community involvement in the reduction of violence and vandalism to property, Martin Brown reported that London Rail was considering opening up some of its properties to the public to promote social inclusion and reduce anti-social behaviour.

The Committee noted the report.

35/10/10 London Rail Quarterly Health, Safety and Environment Report

Martin Brown introduced the report and explained that the reduction in sickness absence in Quarter 1 was a result of a combination of staff engagement and other programmes run by London Rail.

It was agreed that modes would share information on successful initiatives undertaken to improve attendance. **[ACTION: All modes]**

The Committee noted the report.

36/10/10 Crossrail Quarterly Health, Safety and Environment Report

Lesley Calladine introduced the report and explained that Crossrail had adopted the Constructing Better Health (CBH) Standards for occupational health monitoring. Members noted that TfL's Head of Occupational Health was in the process of gaining accreditation to the CBH standard.

The Committee noted the report.

37/10/10 Corporate Directorates Quarterly Health, Safety and Environment Report

Howard Carter introduced the report which summarised areas for improvement, significant plans for the next quarter and progress against the HSE plan.

The Committee noted the paper.

38/10/10 Health and Safety Priorities and Plans for 2011/12

Richard Stephenson introduced the paper which summarised the health and safety priorities and plans for the modes and for the TfL Occupational Health unit in 2011/12.

The Committee noted the paper.

39/10/10 Spending Review and Impacts on Health, Safety and Environment

Richard Stephenson introduced the paper which informed the Committee of the processes in place to ensure that all spending reduction decisions that arose as a result of spending reviews did not adversely affect Health, Safety or Environmental matters.

The Committee noted the paper.

40/10/10 Safety for Barclays Cycle Hire

Mike Weston introduced the paper which informed the Committee that the safety risks arising from the introduction of cycle hire as a new mode of transport in London had been recognised, mitigated and were being managed.

The Committee was advised that there had been significant investment in safety-related activities prior to and following the launch of the Scheme.

Mike Weston explained that since the launch there had been six incidents resulting in slight injuries to scheme users which the operator of the scheme had been able to follow up.

Members noted that the use of cycle helmets in the UK was not a legal requirement and that TfL passed on the advice in the Highway Code through the scheme's Code of Conduct to advise users.

The Committee noted the paper.

41/10/10 London Underground – Carbon Efficiency

Mike Strzelecki introduced the paper and explained that over recent years LU had achieved an improvement in carbon efficiency, measured in grams of CO₂ per passenger kilometre. This was due primarily to the increase in passenger kilometres carried.

Looking forward, new, faster trains would result in more emissions because more electrical power would be consumed but this would be more than offset by the rise in the volume of people carried, resulting in increased environmental efficiency.

Members noted the work in progress between train manufacturers and LU to achieve lower emissions, via the work on the 'Evolution 1' tube train for the Bakerloo line and beyond.

The Committee noted the paper.

42/10/10 Any Other Business

There being no further business, the meeting closed at 11.35am.

The next scheduled meeting would be held on 1 December 2010 at 10.00am.

Chair: _____

Date: _____