

TRANSPORT FOR LONDON

BOARD

SUBJECT: REPORT FROM THE MEETING OF THE SAFETY, HEALTH AND ENVIRONMENT ASSURANCE COMMITTEE – 17 NOVEMBER 2009

DATE: 10 DECEMBER 2009

1 PURPOSE AND DECISION REQUIRED

- 1.1 To report to the Board on the Safety, Health and Environment Assurance Committee (SHEAC) meeting held on 17 November 2009. The Board is asked to note the report.

2 BACKGROUND

- 2.1 The main matters considered at the SHEAC meeting on 17 November 2009 were Road Safety, Management of Health and Safety within Crossrail, Quarterly HSE Reports, Assurance of HSE Audit Processes, Managing the Environmental Impacts of Construction in TfL, Occupational Health Priorities and Plans for 2010/11, Swine Flu Update and Review of TfL Resilience Management Policy Framework.
- 2.2 The meeting was Brian Wilkinson's last as an Adviser. Members thanked Brian Wilkinson for his valuable contribution to the work of the Committee and the advice given to Members.
- 2.3 The Chair, on behalf of all the Members, thanked officers who had arranged the informative and successful Signals Passed at Danger (SPADs) visit to the Westfield Ashfield training facility on 16 October. Howard Carter informed the Committee that an article carrying pictures from the visit had been published on the TfL intranet, 'Source'.

3 MATTERS ADDRESSED

Road Safety

- 3.1 The Committee considered a report on road safety and noted that nationally, London was doing better in reducing road casualties than the rest of Great Britain. Members noted that safety cameras had delivered significant casualty reduction benefits in London, and TfL and the police were investigating ways of restructuring the programme to maintain its performance while reducing the cost of operating the network and increasing the rate of "follow-up" of offences recorded on cameras.
- 3.2 Following the conclusion of research commissioned by TfL to show whether there was a relationship between deprivation and injury risk in London, programmes had been set up in seven boroughs to put in place 20mph zones. Other boroughs would also be encouraged to implement the low speed zones.
- 3.3 The Committee noted the report.

Management of Health and Safety within Crossrail

- 3.4 Members received a report which informed them that Crossrail aimed to have safety built into the programme from the start and that this would extend right down the supply chain to Crossrail's subcontractors, with a 'zero accident' and taking a 'zero harm' stance on environment.
- 3.5 Crossrail had appointed a safety partner to bring knowledge of worldwide best practice. The Committee commended Crossrail for its approach to the management of Health and Safety.
- 3.6 The Committee noted the report.

The Quarterly HSE Reports

- 3.7 The quarterly reports provide an update to SHEAC on any significant matters from the reporting quarter. A full report on HSE activities and performance is produced annually.
- 3.8 London Underground, Surface Transport, London Rail, Crossrail and the Corporate Directorates submitted quarterly reports on HSE performance which were discussed.
- 3.9 **London Underground** reported that there had been an increase in the number of physical and verbal assaults on employees in Quarter 2. There was no discernable reason for the increase but the most recent data since the report was written showed that both physical and verbal assaults were decreasing.
- 3.10 **Surface Transport** reported that Arsenal football club and other London Premier League teams supported a campaign to ensure that safety messages resonated with teenagers and would look into extending the initiative to other football teams.
- 3.11 **London Rail** reported that Docklands Light Railway had in place very comprehensive noise and vibration mitigation measures and that barriers were used to a significant extent on the DLR. The public address system on the DLR was generally quiet.
- 3.12 **Crossrail** reported that the training required and equipment that heavy goods vehicles would need to have fitted to work for Crossrail, was being established and would be detailed in contracts.
- 3.13 **Corporate Directorates.** The Committee noted the report which was an update on the Corporate Directorates' HSE activities and performance for Quarter 2.
- 3.14 The Committee noted the contents of the quarterly HSE Reports.

Assurance of HSE Audit Processes

- 3.15 The Committee noted that the Advisers had recently reviewed a selection of audit reports from across the modes. Members noted that the HSE audits had gone very well but there was an issue with the closure of audit actions and recommendations in some areas.
- 3.16 The Committee noted the report.

Managing the Environmental Impacts of Construction in TfL

- 3.17 Members considered a report the Committee had requested on how the environmental impacts of construction were managed by TfL and welcomed London Underground's achievement of 97 per cent of ballast being re-used or recycled in 2008/09.
- 3.18 The Committee noted the report.

Occupational Health Priorities and Plans for 2010/11

- 3.19 The Committee considered a report which outlined Occupational Health priorities and plans for 2010/11.
- 3.20 The Committee noted the report.

Swine 'Flu Update

- 3.21 The Committee considered a report on swine flu and was informed that in line with much of the UK, swine flu in TfL was currently a reducing problem.
- 3.22 The Committee noted the report.

Review of TfL Resilience Management Policy Framework

- 3.23 The Committee considered a report on the review of TfL Resilience Management Policy Framework which had recently been reviewed by the TfL Resilience Steering Team without any changes.
- 3.24 The Committee noted the report and agreed the reviewed but unchanged TfL Resilience Management Policy Framework.

4 RECOMMENDATION

- 4.1 The Board is asked to NOTE the content of this report.

5 CONTACT

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