

Date: 15 October 2014

Item 8: Resilience Report

This paper will be considered in public

1 Summary

- 1.1 The purpose of this paper is to update the panel on developments on resilience matters relevant to TfL since the last meeting, covering the period of Quarter 1 2014-15.

2 Recommendation

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

3 Forthcoming Major Events

- 3.1 New Year's Eve event planning is progressing well. This year, following a decision by the Mayor's Office, the event will be ticketed. The report for Quarter Two will cover the background to this change in more depth. Operational teams from across the business are involved in the detailed planning, coordinated by the Events Team.
- 3.2 2015 will again see a huge range of events taking place in London, including a number of fixtures for the Rugby World Cup culminating with the final at Twickenham Stadium on 31 October 2015. Planning is well advanced for all next year's events including detailed engagement with event organisers on proposed changes to the TfL network.

4 Recent Events of Note

- 4.1 This summer saw a number of major music and cycling events successfully delivered in London including stage three of the Tour de France, which was watched live by more than 1 million people. The Tour De France event will be discussed in the Quarter Two report. The TfL Board received a presentation on the delivery of Stage 3 of the Tour de France at its meeting held on 24 September 2014.
- 4.2 Trade Union industrial action continued across TfL with a number of disputes in London Underground and TfL, most now with a mandatory seven day notice period of industrial action short of or including strike action.
- 4.3 Taxi drivers in London staged a protest disrupting the roads surrounding Trafalgar Square, Whitehall and Parliament Square on 24 September. Mitigations were put in place that minimised disruption to bus passengers and the road network. The number of taxis involved was estimated to be fewer than the previous protest in June.

5 London Resilience Forum

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

6 National Threat Level

- 6.1 The National threat level was changed on 29 August 2014 to 'Severe' for international terrorism. Severe means that a terrorist attack is highly likely. The change in threat level is not driven by a sector specific threat. However, a number of areas throughout the business already operate at the heightened security levels as business as usual. Security and emergency arrangements are effective and resilient with contingency plans in place as a precaution
- 6.2 Northern Ireland related terrorism in Great Britain (England, Scotland and Wales) is assessed at 'Moderate'. This advises that Northern Ireland related terrorist attacks in Great Britain are considered to be possible, but not likely.

7 Business Continuity Management

- 7.1 There have been no business continuity plan invocations during this period.
- 7.2 Across TfL, departmental business recovery plans have been reviewed and updated as required.
- 7.3 Planning for the delivery of a two day training and exercise package for the Business Recovery Management Team is ongoing. The two day training and service package will be delivered in Quarter two.

8 Surface Transport

- 8.1 During this reporting period Surface Transport Directorates continued to support London Boroughs with ground water flooding with water pumps and contractor support. By the end of this reporting period Surface Transport activities had returned to business as usual.
- 8.2 Taxi drivers in London staged an initial protest over the Uber smart device application in June. The protest created significant disruption in the roads surrounding Trafalgar Square; however, mitigations were put in place that minimised the disruption as far as practical to the bus and road networks.

9 London Underground and London Rail

- 9.1 During the quarter there have been some limited residual impact from the severe rain and winds that had characterised the previous period. However the impact was limited and well managed, building on earlier lessons.
- 9.2 An industrial dispute in London Underground related to the proposals for changes in the way London Underground runs its stations (Fit for the Future – Stations) led to a

48 hour dispute. However, services ran well following considerable planning and preparation, including the deployment of Travel Ambassadors; a second dispute to take place a few days later was suspended. In addition to the 52 per cent of services operated on LU, more than 260 additional buses were added to 44 routes, which enabled TfL to carry over a million extra passengers on the network.

List of appendices to this report:

None

List of Background Papers:

None

Contact Officer: Leon Daniels, Managing Director, Surface Transport
Number: 020 3054 0231
Email: leondaniels@tfl.gov.uk