

**Date:** 7 July 2015

**Item:** Resilience Report

---

## **This paper will be considered in public**

### **1 Summary**

- 1.1 The purpose of this paper is to update the Panel on resilience matters relevant to TfL since the last meeting, covering the period of Quarter 4 of financial year 2014/15.

### **2 Recommendation**

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

### **3 Major Events Outside of the Reporting Period**

- 3.1 The London Marathon was held on the 26 April 2015 with routing and other activities similar to previous years. The event was successfully delivered.
- 3.2 TfL are working closely with the International Rugby Board (IRB) and partner organisations to deliver the 2015 Rugby World Cup.

### **4 Recent Events of Note**

- 4.1 The 2014 Marking of Midnight (New Year's Eve) event was ticketed for the first time. The event was very successful and the planning process for the 2015 event has begun and is in progress.
- 4.2 Outside of this reporting period the RMT and TSSA trade unions balloted members within Network Rail for action short of a strike and strike action. Negotiations were ongoing but on two occasions, strike action was announced and subsequently postponed. On both occasions TfL business units were involved with detailed planning to mitigate the impacts to the travelling public and also ensuring TfL services could be maintained had the strike gone ahead.

### **5. London Resilience Forum**

- 5.1 The London Resilience Forum (LRF) met on 2 February. The Chair, James Cleverly AM, announced that he was standing down as Chair of the LRF with Gareth Bacon AM replacing him. The meeting reviewed papers on the London Community Risk Register, discussed the two significant partnership exercises, Exercise Strong Tower and Exercise Unified Response and reviewed the LRF Dashboard report, which covers the LRF's key issues and workstreams.

## **6 National Threat Level**

- 6.1 The current threat level from international terrorism for the UK is assessed as SEVERE.
- 6.2 The threat level for Northern Ireland-related terrorism is set separately for Northern Ireland and Great Britain (England, Wales and Scotland). In Northern Ireland it is SEVERE and in Great Britain MODERATE.
- 6.3 SEVERE means that a terrorist attack is highly likely; MODERATE that an attack is possible, but unlikely.

## **7 Business Continuity Management**

- 7.1 During Quarter 4 2014/15, the business continuity functions across TfL have reviewed and updated their business recovery plans. Plans will be continually monitored and amended as required.
- 7.2 The Selbie House 'hot site' will host technical tests of its IT infrastructure and equipment in the next reporting period and the planning for the testing is ongoing.
- 7.3 The Business Continuity managers across TfL attended a training course in March and all now hold nationally recognised certification as Business Continuity professionals.

## **8 Surface Transport**

- 8.1 The 2014 Marking of Midnight (New Year's Eve) event preparations with ticketed viewing areas worked very well with roads being cleared and bus routes being restored earlier than previous events.
- 8.2 Winter preparations continued during this quarter with contractors regularly confirming readiness, with gritting routes and the resilience road network being checked. During this quarter cold weather precautions have rarely been needed.
- 8.3 Surface Transport continues to deliver the Bronze Incidents & Events Manager training courses to staff and contractors.
- 8.4 During this reporting period, the Asset Management Directorate rolled out Resilience Awareness Training to asset managers and engineers.

## **9 London Underground and Rail**

- 9.1 During the Quarter the plans in Rail and Underground for winter weather were tested and put into action. This tested our suppliers and our overall planning, which was found to be effective. The period also saw the introduction of a new weather service, but it is too early to tell what the differences are from the previous one.
- 9.2 A second key focus during the quarter was directed to preparation for a possible National Rail strike (see paragraph 4.2). In the end the proposed action did not take place, but the work necessary to put our plans into action further strengthened our preparedness should a similar situation arise again.

**List of appendices to this report:**

None

**List of Background Papers:**

None

Contact Officer: Leon Daniels  
Number: 020 3054 0231  
Email: [leondaniels@tfl.gov.uk](mailto:leondaniels@tfl.gov.uk)