

Safety, Sustainability and Human Resources Panel



Date: 17 November 2016

Item: Croydon Tramlink Derailment on 9 November 2016

1 Summary

- 1.1 This item will provide an update on the Croydon Tramlink derailment on 9 November 2016.
- 1.2 The incident occurred on the day of publication of the agenda and papers for this meeting and accordingly an update will be provided at the meeting.

2 Recommendation

- 2.1 The Panel is asked to note this paper.

List of appendices to this report:

Presentation on Croydon Tramlink Derailment

List of Background Papers:

None.

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THURSDAY 17 NOVEMBER

Croydon Tramlink derailment on 9 November 2016

What happened

At 06:07 on Wednesday 9 November, tram 2551 was travelling from New Addington to Sandilands

As it came out of the tunnel section, it began to follow the turn in the track but as it did so it derailed and subsequently turned onto its right side

Emergency services – London Ambulance Service, London Fire Brigade and British Transport Police – were contacted and responded swiftly

Tragically, this resulted in seven fatalities and 51 injuries requiring hospital treatment

Rails and electrical equipment in the area suffered significant infrastructure damage

Location



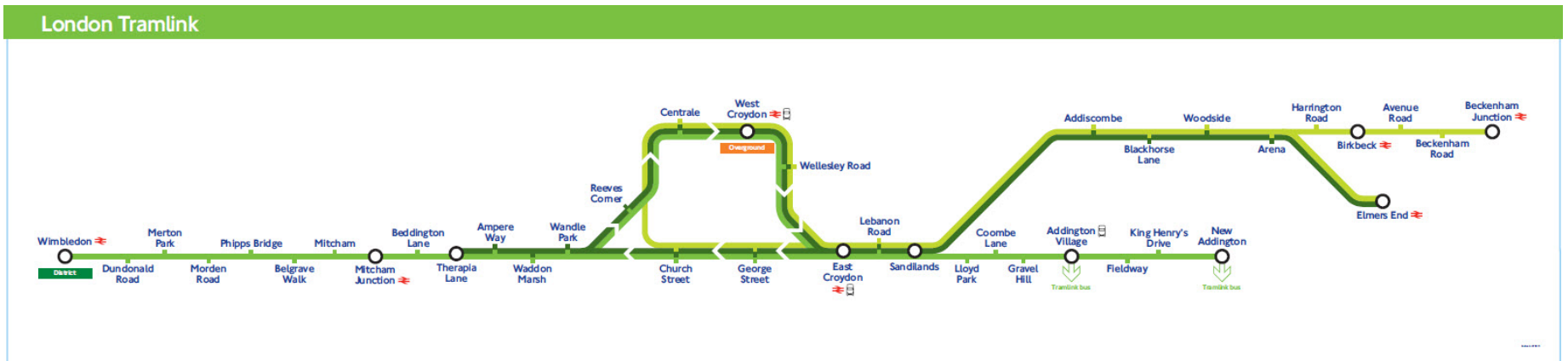
Our immediate response

Following major incident protocols, all initial action and communication is led by the emergency services:

- Notifications began across TfL through, Surface Strategic Co-ordination and LU Control Centre
- Planning for Command and Control structures activated rapidly and TfL Command and control structure was established at 07:07
- Additional TfL staff were quickly deployed to the site
- Bus and traffic diversion routes were implemented with comms support
- Media statements issued by BTP, TfL and the Mayor over the course of the morning

The tram network

- The tram network in London is 28km with 39 stops
- Constructed in 1990s by a private consortium
- Started operation in 2000
- In 2008 brought back in house by TfL
- 36 trams operate on the network:
 - 24 Bombardier Transportation 'CR4000' vehicles at opening in 2000
 - 12 Stadler 'Variobhan' introduced 2012-16
- 27m passenger journeys a year



Operation and Regulation (I)

- The infrastructure and tram maintenance is now undertaken by TfL, following acquisition of the PFI company in 2008
- The operation of the network is undertaken by First Trams, part of First Group, the operator since opening in 2000
- Tram vehicles operate on a mixture of on-street and segregated rail environments
- Vehicles are classified as road vehicles
- Operated on a 'line of sight principle'
- Tram signals have the same status as traffic lights
- Motion of the tram, including speed, is controlled by the driver as in a bus or other road vehicle

Operation and Regulation (2)

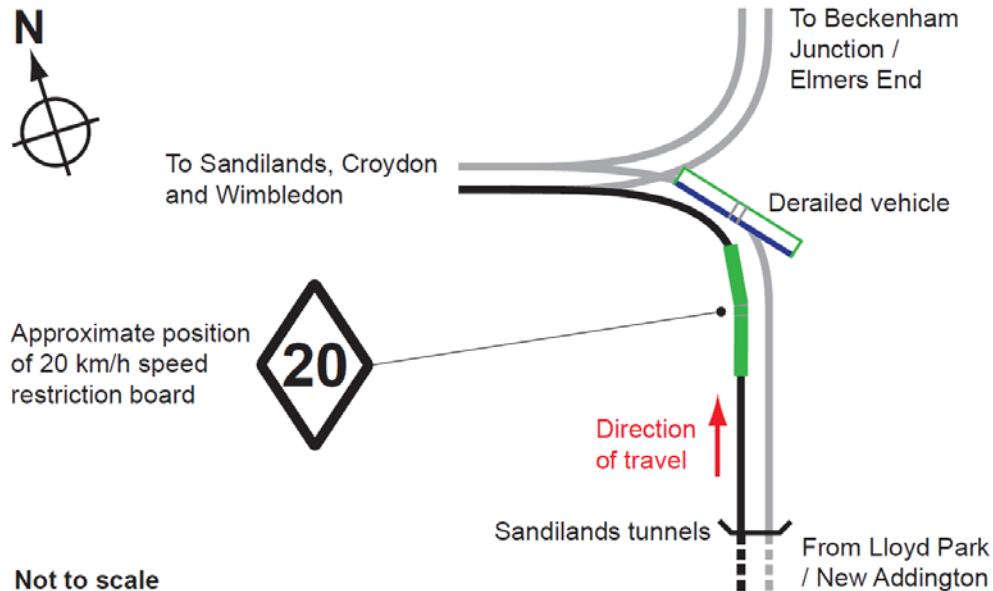
- The Office of Rail and Road (ORR) has responsibility for health and safety of tramways
- Both rolling stock and infrastructure safety are assessed using the same criteria as for heavy rail but tailored for lightweight, lower speed operation
- Regulatory regime is via the Rail and Other Guided Systems (Safety) (ROGS) Regulations 2006
- Rail Accident Investigation Branch (RAIB) has responsibility for investigating accidents on Rail and tramways in the UK
- British Transport Police (BTP) has responsibility for policing

Where we are now

- The Sarah Hope Line has been operating 24 hours a day to offer support for those affected, supported by a specialist organisation
- Care teams on site in Croydon, and liaison with affected individuals is via BTP liaison officers
- The driver has been arrested, cautioned, and bailed. BTP investigation continues
- Tram was righted, covered and transported from site to the RAIB facility at Farnborough for investigation
- RAIB interim report issued on 16 November 2016 (see next slide)
- Extensive infrastructure repairs have been completed to track, electrical and signalling equipment
- TfL Ambassadors have been deployed to provide travel assistance and support to members of the public and bus services are strengthened

RAIB Interim report

- RAIB issued their interim report yesterday afternoon
- Initial findings from analysis of the tram data recorder are that the tram was travelling at 70 km/h as it entered the curve, in excess of speed limit of 20km/h
- No evidence has been found of track defects, or obstructions on the track that could have contributed to the derailment
- Detailed examination of the tram is yet to occur, but RAIB’s initial examination has not indicated any malfunction of the tram’s braking system



Returning to service

- A Senior TfL Assurance Oversight Panel met three times to oversee the return to normal service:
 - Assurance that infrastructure has been returned to applicable engineering standards
 - Assurance that appropriate temporary measures has been put in place following the advice issued by the RAIB
- Additional temporary speed restrictions and signage have been put in place by TfL
- The operator has put appropriate driver briefings in place
- The operator will enhance their speed monitoring arrangements
- These arrangements have been peer reviewed by an expert panel from UK Trams, independent UK industry body

Next Steps

- TfL is supporting the RAIB, ORR and BTP in their investigations into the incident
- We are collating evidence, and have processes in place to manage enquiries from media, members of the public and investigators
- We continue to support London Borough of Croydon as they lead the local community recovery process
- The TfL staffed Sarah Hope Line will continue to offer support for those affected by the incident