

Transport for London

Minutes of the Safety, Sustainability and Human Resources Panel

**Conference Rooms 1 and 2, Ground Floor, Palestra, 197 Blackfriars
Road, London, SE1 8NJ**

10.00am, Thursday 17 November 2016

Members

Michael Liebreich (Chair)
Kay Carberry CBE
Bronwen Handyside
Dr Mee Ling Ng OBE

In Attendance

Val Shawcross CBE Deputy Chair, TfL
Adrian Jones Group Safety Director, First Group PLC

Present

Mike Brown MVO Commissioner
Cathy Behan Head of Health and Safety, Surface Transport
Howard Carter General Counsel
Jill Collis Director of Health, Safety and Environment
Martin Brown Crossrail Director of Health and Safety
Leon Daniels Managing Director, Surface Transport
Gareth Powell Director of Strategy and Contracted Services, Surface Transport
Rory Smith HSE Business Analyst, London Underground
James Varley Secretariat Officer

01/11/16 Apologies for Absence and Chair's Announcements

The Chair thanked Members for attending the first meeting of the Safety, Sustainability and Human Resources Panel. He also welcomed Val Shawcross CBE, Deputy Chair of TfL, to the meeting.

Apologies for absence had been received from Baroness Grey-Thompson DBE and Dr Nina Skorupska CBE.

Following the tragic derailment of the tram in Croydon on 9 November 2016, the Chair, on behalf of the Panel Members expressed his condolences to the families of those who lost their lives and that the thoughts of the Panel Members were with everyone who has been affected by the incident. A minute's silence was held for the deceased: Dane Chinnery, Donald Collett, Robert Huxley, Philip Logan, Dorota Rynkiewicz, Phil Seary and Mark Smith.

In order to give sufficient time to discuss matters related to the derailment, the Panel agreed to defer Items 9 to 15 to a future meeting to be arranged for January 2017.

02/11/16 Declarations of Interests

Members confirmed that their declarations of interests, as published on tfl.gov.uk, were up to date and there were no interests that related specifically to items on the agenda.

03/11/16 Minutes of the Meeting of the Safety, Accessibility and Sustainability Panel held on 30 June 2016

The minutes of the final meeting of the Safety, Accessibility and Sustainability Panel held on 10 March 2016 were approved as a correct record and signed by the Chair.

04/11/16 Matters Arising and Actions List

The Panel noted the Actions List.

05/11/16 Croydon Tramlink Derailment on 9 November 2016

At around 06:15 on 9 November 2016, a tram derailed near the Sandilands tram stop in Croydon. Tragically, seven people lost their lives and a further 51 people were injured.

Our thoughts are with everyone affected by the incident, and we will continue to work to ensure that we offer any support they need.

Mike Brown MVO, Leon Daniels and Gareth Powell introduced the item which updated the Panel on the response from TfL, First Group and the emergency services to the Croydon Tramlink Derailment on 9 December 2016.

Mike Brown MVO, on behalf of all TfL staff, expressed his condolences to the families of those who had lost their lives in the incident and his thoughts were with all those affected. He conveyed his thanks and payed recognition to all involved in managing the incident. This included TfL management and staff, the Emergency Response team, First Group staff and management, emergency services staff and the staff carrying out investigations from the British Transport Police (BTP), Rail Accident Investigation Branch (RAIB) and the Office of Rail and Road (ORR). He also thanked the Mayor, Val Shawcross, Deputy Chair of TfL, Cllr. Tony Newman, Leader of Croydon Council, Gavin Barwell MP, Member of Parliament for Croydon Central and Steve O'Connell AM, Assembly Member for Croydon and Sutton.

Leon Daniels also thanked those involved and added that the occupiers of the frontages in the area provided substantial assistance by allowing access to and in their properties. The Salvation Army had also provided invaluable assistance.

Gareth Powell briefed Members on incident. It had occurred at 6.07am on Wednesday 9 November 2016. Tram 2551 was travelling from New Addington to Sandilands. As the tram exited the tunnel section, it began to follow the turn of the track but as it did so it derailed and subsequently turned onto its side. The derailment resulted in seven fatalities and 51 injured people requiring hospital treatment.

The response followed major incident protocols and the emergency services were contacted and responded quickly. Initial action and communication was led by the emergency services. Notifications began across TfL through the Surface Strategic Co-ordination and London Underground Control Centre. The TfL Command and Control structure was set up by 7.07am and additional staff were quickly deployed to the site.

The tram network was constructed in the 1990s and started operation in 2000. 36 trams operate on the network, 24 Bombardier Transportation CR4000 vehicles from 2000 and 12 Stadler Variobahn vehicles introduced between 2012 and 2016. The derailed vehicle was a Bombardier Transportation CR4000.

The network was operated by First Trams, part of First Group. Infrastructure and tram maintenance was undertaken by TfL following the acquisition of the Private Finance Initiative Contractor in 2008.

Trams operated on-street and on segregated rail environments and the vehicles were classified as road vehicles. They were operated on a 'line of sight' principle, with signals having the same status as traffic lights and the motion of the vehicle controlled entirely by the driver.

The regulatory body for trams was the ORR in accordance with the Rail and Other Guided Systems (Safety) Regulations 2006 (ROGS).

The Sarah Hope Line has been operating 24 hours a day to offer support for those affected and care teams were on site in Croydon.

Investigations were being carried out by BTP and RAIB. The driver had been arrested, cautioned and bailed. The RAIB has issued an interim report on the afternoon of 16 November 2016. The RAIB was required to issue a report within 12 months.

The initial findings of the RAIB investigation, from analysis of the tram data recorder had shown that the tram was travelling at 70km/h as it entered the curve, in excess of the speed limit of 20km/h. No evidence of track defects or obstructions on the track that could have contributed to the derailment were found. Initial examination of the tram had not indicated any malfunction of the tram's braking system however detailed examination had not yet occurred.

An assurance process existed for overseeing the return to service. A Senior TfL Assurance Oversight Panel had met three times.

Members expressed their thanks to emergency services staff, TfL staff and First Group staff and recognised the efforts to ensure the incident was handled as well as possible. The Mayor had also asked for his thanks to be passed to all concerned.

In response to a question from Members, it was confirmed that TfL staff had access to the Occupational Health team who had extensive skills in the area of providing support. First Group also had its own arrangements for its staff.

Adrian Jones, Group Safety Director, First Group PLC was invited to speak. The incident had a devastating effect on the local community. First Group had assigned a number of

staff to work locally and engage with the community. Tim O'Toole, Chief Executive Officer of First Group had worked closely with TfL.

The RAIB had issued 'urgent safety advice', which was standard procedure in these circumstances. The advice related to the location of the incident and required the point at which the speed restriction applied for the corner be brought forward. TfL had also looked at similar situations in the network and applied similar restrictions at three other locations.

TfL was conducting its own investigation which would be completed and published as soon as possible. A report would also be given to the next meeting of the TfL Board taking place on 15 December 2016.

The Panel noted the paper and presentation.

06/11/16 Quarterly Health, Safety and Environment Performance Reports

Jill Collis, Leon Daniels and Martin Brown introduced the paper which provided a commentary on health, safety and environmental performance across London Underground, Surface Transport and London Rail for Quarter 2 2016/17, 26 June – 17 September inclusive and performance across Crossrail for Quarter 1, 2016/17 1 April – 25 June.

Members considered the health, safety and environmental issues reported. The issues discussed by Members included:

- (a) Work done to address risk from slips, trips and falls. The escalator safety programme was being rolled out, with a number of mitigating activities taking place at targeted stations. An update was planned for a future meeting. A survey had taken place of stairs across the London Underground network and a replacement programme for worn stairs had commenced;
- (b) The continuing work on the Platform Train Interface programme, which remained on plan and within budget;
- (c) The introduction of the Night Tube service, which had gone well and had seen a lower than expected increase in incidents and in particular those that were alcohol related;
- (d) Outside of the reporting period, there had been two heavy goods vehicle (HGV) related cycling fatalities. Investigations were continuing;
- (e) The Mayor had launched a 'Direct Vision Standard' for HGVs to improve visibility from vehicle cabs. TfL would press for operators to comply with the standard;
- (f) A trend in increasing numbers of motorcycle rider fatalities had been identified and engagement was taking place with organisations representing riders to promote safety messages;

- (g) The Killed and Seriously Injured road safety targets would be reviewed following dialogue between Board and Panel Members;
- (h) The presentation of data would be reviewed and would include longer term data to contextualise trends. The Panel requested that analysis of data should include a narrative to highlight the effects of interventions and actions; **[Actions: Jill Collis]**
- (i) There was an upward trend in supplier work related violence, with 128 incidents involving bus drivers. An update on this would be given to a future meeting; and **[Action: Leon Daniels / Jill Collis]**
- (j) The role of assurance activities in TfL and reporting of health and safety information to the Audit and Assurance Committee and relevant subsets of data to the Safety, Sustainability and Human Resources Panel.

The Panel noted the report.

07/11/16 Health, Safety and Environment Annual Report 2015/16

Jill Collis introduce the paper and draft TfL Health, Safety and Environment Annual Report 2015/16.

The Foreword was being prepared and further small amendments were due to be made prior to presenting the report to the Board for approval on 15 December 2016.

The Panel noted the paper and draft TfL Health, Safety and Environment Annual Report 2015/16.

08/11/16 Health, Safety and Environment Policy Review

Jill Collis introduced the paper which set out the new draft Health, Safety and Environment Policy.

A single policy document was being introduced across TfL to replace the current practice of each business unit having its own policy.

The Panel suggested consideration be given to:

- (a) providing a clearer definition of a customer;
- (b) including responsibility for improving health and safety in suppliers and contractors; and
- (c) referencing security as well as safety for customers and staff.

The Panel noted the draft Health, Safety and Environment Policy.

09/11/16 Any Other business the Chair Considers Urgent

There were no urgent items.

10/11/16 Date of Next Meeting

It was agreed that an additional meeting would be arranged to take place prior to the next scheduled meeting on 21 March 2017.

11/11/16 Close of Meeting

The meeting closed at 12.40pm

Chair: _____

Date: _____