

TRANSPORT FOR LONDON

BOARD

SUBJECT: REPORT FROM THE MEETING OF THE SAFETY, HEALTH AND ENVIRONMENT ASSURANCE COMMITTEE – 7 OCTOBER 2010

DATE: 4 NOVEMBER 2010

1 PURPOSE AND DECISION REQUIRED

- 1.1 To report to the Board on the meeting of the Safety, Health and Environment Assurance Committee (SHEAC) held on 7 October 2010.

2 BACKGROUND

- 2.1 The Chair and Members thanked Ian Brown, who had announced his retirement from TfL. They acknowledged the outstanding contribution he had made, not only to the Committee, but to public transport and the rail industry.
- 2.2 The main issues considered by the Committee were:
- (a) Recent London Underground Safety Incidents;
 - (b) Communicating Safety and Environment Issues;
 - (c) Quarterly HSE Reports;
 - (d) Health and Safety Priorities and Plans for 2011/12;
 - (e) Spending Review and Impacts on Health, Safety and Environment;
 - (f) Safety for Barclays Cycle Hire; and
 - (g) London Underground Carbon Efficiency.

3 ISSUES DISCUSSED

Recent London Underground Safety Incidents

- 3.1 The Committee noted that investigations continued into the two recent high potential near miss safety incidents on the Northern and District lines. The investigations were expected to conclude at the end of November 2010. London Underground (LU) had also been notified that it would be prosecuted in relation to an incident at Mile End station where customers were injured by a partially detached inter-car barrier.
- 3.2 The Committee noted the improving trend in near miss incidents and a fivefold increase in time between such incidents over the past decade. Members acknowledged LU's good safety record and commended Service Control on the prompt and effective response to the Northern line rail grinding train incident on 13 August 2010.

- 3.3 The Committee was informed that fatigue induced cracks had been detected in the support brackets that attach the power shoe-beams to the bogies of Piccadilly and District line trains. LU was following industry best practice for dealing with fatigue cracking in safety critical components. The situation on the Piccadilly line fleet had been resolved. Further checks and repairs were being carried out on the District line fleet and would continue until the problem was fully resolved.

Communicating Safety and Environment Issues

- 3.4 The Committee was informed that safety, environmental and sustainability issues were an important part of the communications strategy since they were core elements of the Mayor's Transport Strategy and TfL's day to day delivery.
- 3.5 The Committee agreed that there was scope to improve awareness of what TfL was doing and what Londoners themselves could do to help improve environmental and sustainability matters.
- 3.6 The Committee commended Group Marketing and Communications on its initiatives and campaigns, particularly those that had led to the 18 per cent reduction in the number of teenagers that had been killed or seriously injured in 2009, down to 301 from 367.

Quarterly HSE Reports

- 3.7 The Committee noted the quarterly reports from LU, Surface Transport, London Rail, Crossrail and the Corporate Directorates, which provided an update on significant matters from the reporting quarter.

Health and Safety Priorities and Plans for 2011/12

- 3.8 The Committee noted the paper which summarised the health and safety priorities and plans for the modes and for the TfL Occupational Health unit in 2011/12.

Spending Review and Impacts on Health, Safety and Environment

- 3.9 The Committee noted the paper which informed the Committee of the processes in place to ensure that all spending reduction decisions that arose as a result of the spending review did not adversely affect health, safety or environmental matters.

Safety for Barclays Cycle Hire

- 3.10 The Committee was advised that there had been significant investment in safety-related activities prior to and following the launch of the Scheme.
- 3.11 Since the launch, there had been six incidents resulting in slight injuries to scheme users and because every one of the cyclists involved was a registered member, Serco Ltd, the operator of the scheme, was able to follow up and clarify the nature of the injuries.

London Underground Carbon Efficiency

- 3.12 The Committee noted that over recent years LU had achieved an improvement in carbon efficiency, measured in grams of CO₂ per passenger kilometre. This was due primarily to passenger kilometres carried rising faster than the number of train kilometres operated.

3.13 The Committee noted the work in progress between train manufacturers and LU to achieve lower emissions, via the work on the 'Evolution 1' tube train for the Bakerloo line and beyond.

4 RECOMMENDATION

4.1 The Board is asked to NOTE the report.

5 CONTACT

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