

Date: 15 December 2016

Item: Report of the meeting of the Safety, Sustainability and Human Resources Panel held on 17 November 2016

This paper will be considered in public

1 Summary

- 1.1 To report to the Board on the meeting of the Safety, Sustainability and Human Resources Panel held on 17 November 2016.

2 Recommendation

- 2.1 **That the Board note the report.**

3 Background

- 3.1 The main matters considered by the Panel were:
- (a) Croydon Tramlink Derailment on 9 November 2016;
 - (b) Quarterly Health, Safety and Environment Performance Reports for Quarter 2, 2016/17
 - (c) Health, Safety and Environment Annual Report 2015/16; and
 - (d) Health, Safety and Environment Policy Review.

4 Issues Discussed

Croydon Tramlink Derailment on 9 November 2016

- 4.1 The Panel discussed the response to the derailment of the tram 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.

Mike Brown MVO said that our thoughts are with everyone affected by the incident, and that TfL would continue to work to ensure that we offer any support they need.

Gareth Powell 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 expressed 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.

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.

The incident 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.

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.

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.

Quarterly Health, Safety and Environment Performance Reports for Quarter 2, 2016/17

- 4.2 The Panel noted the quarterly HSE reports for Quarter 2, 2016/17, for London Underground, Surface Transport, Crossrail and the Corporate Directorates. Items discussed included:
- (a) work done to address risk from slips, trips and fall and progress of the escalator safety programme;
 - (b) the continuing work on the Platform Train Interface programme;
 - (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 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 and senior staff; and
 - (h) an upward trend in supplier work related violence had been identified;

Health, Safety and Environment Annual Report 2015/16

- 4.3 The Panel noted the draft Health, Safety and Environment Annual Report 2015/16. This appears elsewhere on the agenda for this meeting for approval, prior to publication.

Health, Safety and Environment Policy Review

- 4.4 The Panel noted the new draft Health, Safety and Environment Policy document, which would replace the previous suite of policy documents which applied to the individual business units. Members suggested amendments which were being incorporated into the final policy. This appears elsewhere on the agenda for this meeting for approval, prior to circulation to all staff.

Deferral of items

- 4.5 To allow sufficient time for discussion of the Croydon Tramlink Derailment, which had occurred on the day of publication of the meeting agenda and papers, the Panel agreed to defer items 9-14 inclusive on the agenda to a

future meeting which was in the process of being scheduled. This would take place in January 2017.

List of appendices to this report:

None

List of Background Papers:

Papers for the meeting of the Safety, Sustainability and Human Resources Panel held on 17 November 2017.

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