

TRANSPORT FOR LONDON

BOARD

SUBJECT: REPORT FROM THE MEETING OF THE SAFETY, HEALTH AND ENVIRONMENT ASSURANCE COMMITTEE – 20 JULY 2010

DATE: 22 SEPTEMBER 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 20 July 2010. The Board is asked to note the report.

2 BACKGROUND

- 2.1 The Committee welcomed its new Members Claudia Arney and Patrick O’Keeffe. Daniel Moylan ceased to be a Member of the Committee on 30 June 2010 and the Committee thanked him for his work. The Committee also welcomed the Commissioner, who was attending to discuss the Annual HSE Assurance Letters submitted to him by the Chief Officers.
- 2.2 The main issues considered by the Committee were the Annual HSE Assurance Letters; the Quarterly HSE Reports; Signals Passed at Danger on London Underground; a paper on Improving the Urban Realm on the TfL Road Network; Review of TfL Group HSE Management System; and Review of TfL Resilience Management Policy Framework.

3 ISSUES DISCUSSED

Annual HSE Assurance Letters

- 3.1 The Committee welcomed the Assurance Letters. It noted that the self-assurance process was regarded as best practice.
- 3.2 It was noted that sustainability was not the subject of the HSE Management System that the Assurance Letters addressed. Given its importance to TfL, it was agreed that it would be appropriate to develop a Policy Statement that addressed Sustainability.
- 3.3 The Committee noted that the London Underground Assurance Letter included the integration of the London Underground and Metronet HSE management systems and that Tube Lines would be included in future Letters.

The Quarterly HSE Reports

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

- 3.5 **London Underground** reported that incidents of work-related violence had increased during the Quarter. A programme of in-house training in managing such situations was underway to provide guidance and support on handling conflict.
- 3.6 London Underground had completed its Carbon Footprint report for 2009. The report showed that London Underground's carbon efficiency had improved by five per cent. The steady reductions in the carbon footprint year on year were primarily as a result of the Investment Programme.
- 3.7 **Surface Transport** reported that the reduction in average days' sickness absence per employee followed the transfer of East Thames Buses during the quarter.
- 3.8 The Committee noted that there was no evidence that the removal of guardrails had had an effect on accident statistics or safety in general.
- 3.9 **London Rail** reported that Trial Operations on the 'core route' of the East London Line (ELL), including various assurance activities, took place successfully in Quarter 4. The ELL opened between Dalston Junction and New Cross and New Cross Gate in April 2010 and customer feedback on the service was very good. 'Exercise Vanguard', to test emergency preparedness on the ELL was successfully completed in May 2010.
- 3.10 Good progress had been made on developing the Code of Construction Practice for Phase 2 of the ELL. Once agreed with the London Borough of Lewisham, the Code would set out approaches for dealing with various issues including those related to bats, lizards and Japanese Knotweed during construction.
- 3.11 **Crossrail** reported that it had become a corporate member of 'Better Health', a not-for-profit organisation committed to improving the health of the construction industry workforce. As a result, all Crossrail contractors would have common standards and objectives for work related health issues.
- 3.12 **Corporate Directorates** reported that there were no major incidents in the Quarter.

Signals Passed at Danger on London Underground

- 3.13 The Committee noted that the safety risks that arose from Signals Passed at Danger (SPADs) were being managed as low as reasonably practicable.
- 3.14 The Committee noted that the likelihood of a derailment or a collision between trains where a SPAD was a contributing factor would reduce progressively even further as Automatic Train Operation/Protection was implemented on the network.

Improving the Urban Realm on the Transport for London Road Network

- 3.15 The Committee noted that 'Improving the Urban Realm on the TLRN', which was one of the Mayor's manifesto commitments, included the removal of traffic lights to assist in smoothing traffic flow. Consultation on the removal of traffic lights at certain locations was underway.

Review of TfL Group HSE Management System

- 3.16 The Committee agreed the Group HSE Policy Statement and recommended that consideration be given to emphasising the environment elements of the Policy Statement at the next regular review.

Review of TfL Resilience Management Policy Framework

3.17 The Committee agreed the Resilience Management Policy Framework, which had been revised to indicate more clearly that security was an integral part of resilience management.

4 RECOMMENDATION

4.1 The Board is asked to NOTE the content of this report.

5 CONTACT

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