

TRANSPORT FOR LONDON

BOARD

SUBJECT: REPORT FROM THE MEETING OF THE SAFETY, HEALTH AND ENVIRONMENT ASSURANCE COMMITTEE – 1 DECEMBER 2010

DATE: 8 DECEMBER 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 1 December 2010.

2 BACKGROUND

- 2.1 The main issues considered by the Committee were:

- (a) Quarterly Health, Safety and Environment Performance Reports – Quarter 2 2010/11;
- (b) TfL Group Approach to Sustainability Management;
- (c) Carbon Footprinting in TfL;
- (d) Signal Passed at Danger Performance on the East London Line;
- (e) London Underground Safety Incident Updates; and
- (f) London Underground Rail Grinder Incident.

3 ISSUES DISCUSSED

Quarterly Health, Safety and Environment Performance Reports – Quarter 2 2010/11

- 3.1 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.

TfL Group Approach to Sustainability Management

- 3.2 The Committee noted and agreed the report which outlined the TfL Group Approach to Sustainability Management that consolidated, at a high level, TfL's approach to management and delivery of sustainability.

Carbon Footprinting in TfL

- 3.3 The Committee noted the paper which reviewed TfL's approach to carbon footprinting with a view to current good practice, stakeholder expectations and delivering business benefits.

- 3.4 The Committee noted that TfL was performing well in comparison to other organisations. Further papers giving updated information on embodied carbon for construction projects and sustainable procurement would be submitted to future meetings of the Committee.

Signal Passed at Danger Performance on the East London Line

- 3.5 Members of the Rail and Underground Panel (RUP) joined the meeting for discussion of this item.
- 3.6 The Committee and the Members of RUP noted the paper which gave information on Signal Passed at Danger (SPAD) performance on the East London Line (ELL) since the opening, together with a description of the events, how they had been managed and what further action was being considered.
- 3.7 The meeting noted that in all four SPAD incidents the Train Protection and Warning System had stopped the trains within the required distance and that the SPAD at Dalston had been ranked medium risk not due to the distance overrun, but rather the specific geography of the tracks at that station.

London Underground Safety Incident Updates

- 3.8 Members of the RUP were present for discussion of this item.
- 3.9 The Committee and the Members of RUP noted the paper which provided an update on the investigation into the near miss signalling incident at Plaistow on the District line, which had been reported to the TfL Board at its meeting on 22 September 2010. The paper also gave an update on incidents where the Office of Rail Regulation (ORR) was prosecuting London Underground for alleged breaches of the Health and Safety at Work Act.
- 3.10 The meeting was informed that the ORR's case summary relating to falls on stairs at Cannon Street station in 2009, recently received by London Underground, contained a number of differences from London Underground's understanding of the events and how they were handled. These differences were being thoroughly investigated as part of the preparation of London Underground's legal position on this matter.

London Underground Rail Grinder Incident

- 3.11 Members of the RUP were present for discussion of this item.
- 3.12 The Committee and the Members of RUP noted the paper which gave an update on the Formal Investigation Report for the runaway Rail Grinding Unit incident on the Northern line which occurred on 13 August 2010.
- 3.13 The meeting noted that immediate actions taken had mitigated in part against future potential incidents and that some recommendations had already been implemented in advance of the finalisation of the Formal Investigation Report.
- 3.14 The meeting commended the members of the control room staff whose actions on the day had prevented a more serious incident.

4 RECOMMENDATION

4.1 The Board is asked to NOTE the report.

5 CONTACT

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