

Board

Date: 9 November 2017

Item: Report of the meeting of the Safety, Sustainability and Human Resources Panel held on 28 September 2017

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 28 September 2017.

2 Recommendation

- 2.1 **The Board is asked to note the report.**

3 Panel Agenda and Summary

- 3.1 The papers for the meeting of the Panel held on 28 September were published on 20 September 2017 and are available on the TfL website: <https://tfl.gov.uk/corporate/publications-and-reports/safety-sustainability-hr>
- 3.2 The main matters considered by the Panel were:
- (a) Tram Overturning at Sandilands, Croydon on 9 November 2016 – Update;
 - (b) Review of CIRAS Report and Themes;
 - (c) Health, Safety and Environment Performance – Quarter 4 2016/17;
 - (d) Private Hire Safety Performance;
 - (e) Bus Safety Programme Update;
 - (f) Bus Driver Facility Improvements;
 - (g) Human Resources Quarterly Report;
 - (h) Direct Vision Standard for Heavy Goods Vehicles; and
 - (i) London Environment Strategy Consultation Response.

- 3.3 A summary of the discussions and decisions from the items on the agenda is provided below. The more detailed minutes of the meeting held on 28 September will be published ahead of the 22 November 2017 meeting of the Panel.

4 Issues Discussed

Tram Overturning at Sandilands, Croydon on 9 November 2016 – Update

- 4.1 The Panel noted the paper, which provided an update on activities underway and planned following the derailment on 9 November 2016.
- 4.2 The consultation draft of the Rail Accident Investigation Branch (RAIB) report had been received and officers were considering its content. The purpose of the consultation was to form consensus on the facts of the event and not to debate the opinions formed in the investigation.
- 4.3 The other investigations, by the Office of Road and Rail, the Metropolitan Police Service and SNC-Lavalin (commissioned by TfL), were ongoing. The publication of the SNC-Lavalin report was guided by the RAIB report. Contact with families of the deceased was through the British Transport Police.
- 4.4 A number of additional safety measures had been introduced, which included additional speed restrictions and signage, increasing the size of speed signs, fitment of an over-speed warning device and installation of an in-cab driver protection device. In-cab data recording technology would provide information which would only be stored locally on the tram and downloaded in the event of an incident. FirstGroup, the tram operator, had been in discussion with drivers and the trade unions on this matter.
- 4.5 Work was also being undertaken to explore the development of systems for monitoring and managing tram speed. The closed circuit television systems in trams had also been upgraded. Decisions on safety systems took place at a joint panel attended by FirstGroup and TfL.
- 4.6 Following the audit of FirstGroup's fatigue management process, a number of recommendations had been made. Responsibility for rostering and related issues remained with FirstGroup. Further information on the outcome of the audit and actions would be reported to the next meeting of the Panel.

Review of CIRAS Report and Themes

- 4.7 The Chair and the Head of the Confidential Incident Reporting and Analysis System (CIRAS) attended the meeting. The Panel noted the paper, which provided an overview of the role of the CIRAS, an external service that complemented TfL's internal reporting systems. The system was also used by London bus operators, the contracted rail companies and First Group had recently introduced it on trams.

Health, Safety and Environment Performance – Quarter 1 2017/18

- 4.8 The Panel noted the report, which described performance across all of the TfL businesses and Crossrail for Quarter 1 2017/18 (1 April – 24 June 2017). The Panel noted updates on the terror related incident at Parsons Green on 15 September 2017 and the recent audit of earth structures.

Private Hire Safety Performance

- 4.9 The Panel noted the paper, which summarised performance and activities to ensure public safety when using a Private Hire Vehicle (PHV). There had been significant growth and innovation in the private hire industry. Collision data showed a reduction in the number of people killed or seriously injured in taxis and PHVs although the overall number of slight injuries had increased.

Bus Safety Programme Update

- 4.10 The Panel noted the paper, which provided an update on progress of the Bus Safety Programme. The Transport Research Laboratory had been appointed to trial proposed safety measures. Driver training had also been revised and officers were preparing a response to the London Assembly's Driven to Distraction report.

Bus Driver Facility Improvements

- 4.11 The Panel noted the paper, which provided an update on the programme. All routes now had at least one toilet available for drivers.

Human Resources Quarterly Report

- 4.12 The Panel noted the update on activities in the Human Resources Directorate in Quarter 1 2017/18 (1 April to 24 June 2017). The Viewpoint staff survey was underway and an update would be provided at a future meeting.

Direct Vision Standard for Heavy Goods Vehicles

- 4.13 The Panel noted the update on progress of the Direct Vision Standard. It was a complex piece of work carried out with the Department for Transport and the European Commission.

London Environment Strategy Consultation Response

- 4.14 The Panel noted the paper, which set out the draft response to the Mayor's London Environment Strategy consultation. The response would be amended to include additional detail on the provision of electric vehicle charging infrastructure.

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 28 September 2017.

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