

Transport for London

Minutes of the Safety and Sustainability Panel

Boardroom, 14th Floor, Windsor House, London
10.00am, Wednesday 19 December 2012

Members

Charles Belcher	Chair
Patrick O’Keeffe	Vice Chair
Richard Barnes	Member
Michael Liebreich	Member
Bob Oddy	Member

In Attendance

Gordon Sellers	Adviser
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Staff

Martin Brown	Director of Health, Safety and Environment, London Rail
Howard Carter	General Counsel
Leon Daniels	Managing Director, Surface Transport (for part)
Steve Hails	Crossrail Director of Health and Safety
Mike Strzelecki	Director of Safety
Mike Weston	Operations Director, Surface Transport
James Varley	Secretariat Officer

21/12/12 Apologies for Absence and Declarations of Interest

Apologies for absence had been received from Baroness Grey-Thompson, Shaun McCarthy and Mike Brown.

There were no interests to be declared that were relevant to the items on the agenda.

22/12/12 Minutes of the Meeting of the Safety and Sustainability Panel Held on 27 September 2012

The minutes of the Safety and Sustainability Panel meeting held on 27 September 2012 were approved as a correct record and signed by the Chair.

23/12/12 Matters Arising and Actions List

Martin Brown updated the Panel on the work on Signals Passed at Danger (SPADs).

The Panel noted the Actions List.

24/12/12 Rail and Underground Quarterly Health, Safety and Environment Performance Report – Quarter 2 2012/13

Mike Strzelecki introduced the report. Members noted that London Underground was experiencing the longest period without a derailment of an in service train.

The number of SPADs was above target. The actual risk from SPADs was low due to the safety systems in place to prevent the progress of the train. However, where human factors were the cause of the SPAD, it was an indicator of undesirable driver behaviours. SPAD levels tended to be higher with newer drivers and following the recent recruitment drive, ahead of the 2012 Games, there had been an increase. Driver training was sound and experience on the network was key to lowering levels.

The Panel noted the report.

25/12/12 Surface Transport Quarterly Health, Safety and Environment Performance Report – Quarter 2 2012/13

Leon Daniels introduced the report. The installation of diesel particulate filters (DPFs) on one of the Woolwich Ferries had gone well and seen a significant reduction in particulate matter emissions. If the fitment proved successful over a six month period, the DPFs would be installed on the other two ferries and discussions would take place to influence other ferry operators to reduce their emissions.

Violence against bus drivers had increased in the Quarter and work was ongoing to manage the situation. The Panel discussed the effectiveness of the safety screens and the implications for driver safety.

The Panel noted the report.

26/12/12 Crossrail Quarterly Health, Safety and Environment Performance Report – Quarter 2 2012/13

Steve Hails introduced the report. The Gateway scheme had been launched and was used to focus on contractor activity and performance measurement. The Contractor Performance Assurance Programme was working well. Initially performance was reported back on an anonymous basis but now the contractors were being named to allow them to make effective comparisons against each other.

Vehicle safety compliance remained at 98 per cent. The standards were strict but were applied to all vehicles arriving at site and not just those entering the site. Crossrail did not have control over some vehicles, such as those used by couriers but it was recognised that Crossrail's safety responsibilities extended beyond its work sites.

The Panel was given an update on the incident in which a contractor was injured after cutting through an electrical cable near High Holborn. Further detail of the incident would be provided to Members in due course. **[Action: Steve Hails]**

The Panel noted the report.

27/12/12 Safety and Sustainability Legacy in TfL from the 2012 Games

Martin Brown introduced the report. TfL maintained a historical record of the activities around the 2012 Games. A selective approach was being used to identify where and how this information could be used, so as not to favour particular contractors or potentially be associated with less successful events in the future.

A significant amount of physical and potential behavioural legacy had been defined before the 2012 Games. Further evaluation was taking place to ensure that this legacy could be applied to opportunities that had been identified during and after the Games period. An Olympic Legacy Steering Group had been set up and measures had been put in place to deliver the Legacy programme.

The Panel noted the report.

28/12/12 Any Other Business

Leon Daniels explained the actions surrounding the closure and re-opening of the Hammersmith Flyover. This was in response to media reports and comments from the MP for Hammersmith which had not given a full account of the results of the detailed inspection regime or the decision making process to re-open the flyover.

There being no further business, the meeting closed at 12:05 pm. The next scheduled meeting would be held on Tuesday 19 March 2013 at 10.00am.

Chair: _____

Date: _____