

TRANSPORT FOR LONDON

SAFETY, HEALTH AND ENVIRONMENT ASSURANCE COMMITTEE

SUBJECT: HEALTH, SAFETY AND ENVIRONMENT PRIORITIES FOR 2012/13

DATE: 15 DECEMBER 2011

1 PURPOSE AND DECISION REQUIRED

- 1.1 This paper sets out TfL's health, safety and environment priorities for 2012/13.
- 1.2 The Committee is asked to note the planned priorities.

2 BACKGROUND

- 2.1 During the coming year, TfL's transport priority clearly will be to deliver a safe, environmentally sound transport system which supports the exceptional demands imposed during the period of the Queen's Diamond Jubilee celebrations and the London 2012 Olympic and Paralympic Games (the Games).
- 2.2 In the light of this challenge, TfL is again refining its approach and is focusing on fewer, common priorities across the businesses, with the exception of Crossrail where different considerations and priorities apply, compared to TfL's transport operations. These priorities will underpin successful service delivery during the Games and longer term, will sustain TfL's continuing improvement in these important aspects of its business.
- 2.3 The detailed health, safety and environment improvement programmes for each business are currently being 'rolled forward' as part of the business planning process. This will ensure continuity of effort between this year's and next year's work, help spread best practice wherever appropriate and ensure that the programmes are tailored to the differing positions on each subject in each of TfL's businesses.

3 TfL SAFETY PRIORITIES

- 3.1 Safety priorities focus on reducing further TfL's three most important residual safety risks.
- 3.2 **Safety Priority 1: Continue to improve passenger and road user safety.**

The focus will be on reducing further serious vehicle/passenger contact accidents on both TfL's rail systems and London's roads, with special attention given to managing safety on routes to the Games' venues. For Rail and Tube, this focuses on the platform train interface, while for Trams, Taxis and Buses the focus is on vehicle/pedestrian accidents. In each case, this is the top accident risk and it is planned to ensure that good practice and relevant learning are applied across the businesses.

3.3 Safety Priority 2: Continue work to address workplace violence to TfL's staff and contractors' staff.

Assaults to TfL's staff and those of TfL's contractors, are a persistent and pernicious aspect of TfL's operations which continue to present a considerable challenge. TfL will continue to focus efforts on reducing the recent unwelcome increase in incidents and ensure common approaches to tackling this scourge, presenting a higher profile, united front on this subject to show how seriously TfL treats this matter.

3.4 Safety Priority 3: Continue to reduce TfL's employee and contractor lost time accident rates.

Reducing the potential to be injured at work from preventable accidents is at the core of effective safety management. Therefore, continuing to drive down accident rates using best practice approaches thus remains a priority across all TfL's activities.

4 TfL OCCUPATIONAL HEALTH (OH) PRIORITIES FOR 2012/13

4.1 Ensuring that employees' health is well managed is a line management responsibility, achieved with the help of the OH team, the HR team and others, such as the Disability Staff Network Group. TfL's OH team works from the knowledge that, in general, work contributes to improved health and well being. The aim remains to help people with health issues get into work, stay in work and return to work quickly and safely after illness and injury. The OH team also actively encourages TfL employees to understand better how to take care of their own health.

4.2 Health Priority 1: Continue to provide OH services which help support employee resilience and maximise employee availability, especially for the Games.

Supporting the 'Fit for London' employee engagement programme in the months before the Games, the OH team will target its efforts on supporting those teams and individuals working under high levels of pressure over long time periods in the run up to the Games.

4.3 Health Priority 2: Continue to improve the quality and efficiency of OH service provision so that it meets better the changing requirements of different parts of TfL, the GLA and Crossrail.

The TfL OH team will continue to liaise with the independent OH consultant that Crossrail uses, because of its focus on construction, to ensure consistency of approach wherever appropriate.

4.4 Health Priority 3: Continue to promote health improvement to all TfL employees and encourage good occupational health practice across TfL's key contractors.

The OH team will continue to provide the very popular Health Fairs for all employees and will promote a similar approach to TfL's contractors and suppliers through the TfL supplier health and safety forums.

5 TfL ENVIRONMENT PRIORITIES FOR 2012/13

5.1 TfL's environmental priorities continue to be driven by the Mayor's environment and sustainability strategies and by TfL's statutory obligations in this respect. While attention continues to be given to all aspects of meeting these obligations, TfL's three priorities for focused improvement action are as follows.

5.2 **Environment Priority 1: Continue to reduce TfL's carbon impact and improve the energy efficiency of TfL's activities to maintain progress towards meeting TfL's CO₂ emission goal (70g/passenger Km in 2017/18).**

Programmes in Rail and Underground, Surface Transport and Corporate will continue to deliver a combination of activities that include realisation of benefits from existing work, such as continuing line upgrades, and the introduction of further new technology on vehicles, stations and depots and other buildings (see next paragraph for examples). Crossrail will contribute to this and the following priority through its construction transport arrangements.

5.3 **Environment Priority 2: Continue to improve London's air quality by maintain progress towards meeting TfL's NOX reduction and PM10 reduction goals (40 per cent and 50 per cent reductions respectively by 2017/18)**

Surface Transport programmes drive achievement of this priority and will deliver both carbon reduction and air quality benefits. The programme centres on continued roll out of hybrid buses, hydrogen buses, the 'New Bus for London', low carbon taxi development and extension of the electric vehicle charging infrastructure.

5.4 **Environment Priority 3: Further improve TfL's recycling, reuse and waste disposal performance to maintain progress towards achieving TfL's commercial and industrial waste recycling goal (70 per cent by 2017/18) and the reuse/recycling of construction waste goal (95 per cent by 2017/18)**

Programmes in Rail and Underground, Surface Transport and Corporate will continue current efforts and make further improvements by ensuring best practice is spread consistently across all areas, especially where major procurements present new opportunities to incorporate such practices. In addition, Crossrail will work to achieve over 90 per cent reuse and recycling of excavation waste.

6 CROSSRAIL SAFETY PRIORITIES

6.1 Inevitably there are differences to the rest of TfL, as the nature of the work is different, as is the governance. Crossrail is currently reviewing its priorities in the light of its recent and ongoing organisational change. Should priorities vary significantly from those outlined below, then the Committee will be advised in Crossrail's quarterly performance reports.

6.2 Crossrail Priority 1: Embedding 'Target Zero – A State of Mind' and setting clear golden rules

The 'Target Zero' approach, with clear golden rules everyone must adhere to, is core to the development of the management and behavioural safety approaches on the project. As the most significant tunnelling construction works commence, enhancements are being planned to refresh and develop the programme further and ensure it becomes and remains the 'way we do business' for everyone involved.

6.3 Crossrail Priority 2: Provide high quality training and communication to underpin and reinforce the 'Target Zero' approach to all concerned

A new training facility has been designed for developing tunnelling expertise. This facility has specialised equipment to train people in tunnelling techniques and will be a world leading facility. This facility is due to be operational early in 2012 and will assist in the delivery of training to meet the high standards the project is setting. Throughout the year, a range of health and safety communication activities and events will promote Crossrail's approach, performance and progress across all areas of the project.

6.4 Crossrail Priority 3: Support excellent safety performance by ensuring that Occupational Health (OH) arrangements mirror construction industry best practice, especially concerning tunnelling where particular health risks apply

Crossrail's OH specialist will review the effectiveness of contractors' health surveillance programmes and will provide support to the contractors to ensure proper delivery of such programmes. The health of tunnelling workers will be measured throughout the project in conjunction with Manchester University. This is expected to be a groundbreaking project in the field of construction workers' health and safety.

7 RECOMMENDATION

7.1 The Committee is asked to NOTE the planned priorities for 2012/13.

8 CONTACT

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