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Dear Florence,

Actions from the London Assembly Transport Committee session on Bus and Tram Safety

Thank you for your letters of 15 July to Claire Mann, Stuart Reid, Jill Collis and Jonathan Fox and for the opportunity to address the Committee as part of your investigation. This letter provides a combined response to your request for additional information.

Action 1 – Provide a list of members of the Sandilands Review Board

The Sandilands Review Board is a Transport for London (TfL) internal meeting to discuss non-operational issues related to the tragedy at Sandilands, including claims and legal advice. It began meeting shortly after 9 November 2016 and has met regularly since then. The purpose is to enable legal advice to be given and relevant information, including updates on progress with the handling of personal injury claims, to be considered and discussed.

Attendance of staff varies but has generally included representatives from General Counsel, Health, Safety and Environment, London Trams, Press Office, Customer Strategy (Sarah Hope Line), Corporate Affairs and Group Insurance.

Action 2 – Provide detail on the relationship between speed, use of the hazard brake and the effect on passengers in trams, and interactions with other road users

I understand that since the Committee session on the 15 May, Committee members visited the London Tram Depot and were provided with a presentation on the usage of the hazard brake from First Group (TOL) and the relationship

with other road users. If any further information is needed, we are happy to provide this.

Action 3 – Provide Safety Performance Indicator data for the bus network over the preceding 12 months

Safety performance data is now published quarterly on our website and can be found at: tfl.gov.uk/corporate/safety-and-security/road-safety/bus-safety .

This data is calculated from a baseline of 12 months of previous data.

Action 4 - What work has been done by TfL to assess whether bus driver toilets being added to those 42 bus routes that did not previously had one, could be made available to members of the public who were disabled

We have considered whether bus driver toilets can be made accessible to the public. Unfortunately these toilets are specially designed and located for use by bus drivers, which includes minimising their size, controlling access and ensuring they are available when needed. Consequently, the units are not designed for or appropriate for wider public use.

Action 5 - A list of areas identified for improvement in accident reporting

We have recently undertaken a review of the way we manage collision reporting, both internally and with our external stakeholders, such as the Metropolitan Police Service (MPS) and Department for Transport (DfT), and members of the public.

We have identified and are in the process of making improvements to the following areas:

- New police data recording systems have been introduced which improve the way that injury severity is measured by the MPS and provide more timely sharing of collision data
- Online self-reporting of injuries (introduced in 2017) has made it easier for members of the public to report collisions
- We now receive near-live collision data from the police to inform our tactical responses and near-term tracking of collision data
- We are launching a web app that uses new technology and links directly to police data. The app can also be used by our stakeholders using a web browser to query collision data
- The 'London collision Map' is available online and feeds from an open data API showing all reported collisions data back to 2005

- Each month we publish the number of people killed in traffic collisions, both according to DfT STATS20 reporting and also all other reported deaths, including those resulting from suicide and natural causes
- We continue to publish quarterly provisional collision figures and finalised annual data in line with the DfT
- We are working with the police, the DfT and our stakeholders to review the collection of collision data as part of the STATS20 national collision data review

Action 6 - Progress made towards increasing the remit of the Victims' Commissioner to include victims of road crimes and collisions

The Victims Commissioner's remit does include victims of road collisions and the Mayor's Integrated Victim and Witness Service for London provides support to the victims of road crime. The Victims Commissioner is supporting the work of TfL and advocates such as Brake and Roadpeace to continue to improve support for the victims of road collisions on London's roads. TfL will be meeting with Robin Merrett, Head of Operational Oversight in the Mayor's Office for Policing and Crime (MOPAC) and GLA representatives in October to continue to progress this important work.

TfL is also working closely with MOPAC, the Association of Police and Crime Commissioners and the Ministry of Justice to look at further enhancing national support for the victims of collisions on the road network.

Following these meetings, we will be happy to update you on this important and sensitive activity.

Thank you once again for the opportunity to attend the Committee session and answer the important questions you have raised around bus and tram safety. If you require any further information, please do not hesitate to contact the Assembly Relations Team.

Yours sincerely,

Stuart Reid; Claire Mann; Jonathan Fox; Lilli Matson (on behalf of Jill Collis)