

**Quarter 2
2015/16**

NIMI Report

This report summarises incidents classified as “major” under the Notification and Investigation of Major Incident (NIMI) process. Incidents included in the report are those reviewed by TfL in the period and does not imply all incidents investigated by bus operators. The report is intended for use by London bus companies and TfL in the collective effort to learn lessons from major incidents and take appropriate actions wherever possible to prevent them from recurring. The report is not intended for wide circulation.

Summary of Key Lessons from Concluded Investigations

✓ Better understanding of the regeneration braking system by bus drivers	✓ Driver distracted and positioning the bus wrongly
✓ Early reporting of trees before they become obstructive for buses	✓ Driver jumping red light
✓ Regular updating of route risk assessment to reflect changes to trees	✓ Rail replacement driver taking the wrong and relying low bridge warning on a sign-posted bridge
✓ Dynamic route risk assessment at time of high traffic volume	✓ Details of a low bridge missing from the iBus Low Bridge database.
✓ Bus part failure leading to fire.	✓ Driver medically incapacitated
✓ Managing the impact of high volume of pedestrians and vehicles at Hammersmith bus station	✓ Driver driving too close to kerb in area prone to tree strikes (Kingsway)
✓ Driver missing turns and failure to observe height restriction (low bridge) for his bus	✓ Ping tank blockage leading to bus fire
✓ Driver ignoring low bridge warning	✓ Electrical fault leading to bus fire
✓ Drivers losing concentration and pressing the wrong pedal (accelerator)	