



**Date: 14 September 2021**

**Item: Quarterly Safety, Health and Environment Report**

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## **This paper will be considered in public**

### **1 Summary**

1.1 This paper summarises key information reported in the first Quarterly (Q1) report for the 2021/22 financial year. The Q1 period covers the dates 1 April 2021 to 26 June 2021 and most data presented covers this range, except for some road safety and work-related violence data. It is clearly highlighted when this is the case. A number of notable safety incidents which occur outside the reporting period are also noted.

### **2 Recommendation**

2.1 **The Panel is asked to note this paper and appendix.**

### **3 Key information presented in the Q1 report**

#### **Scorecard**

3.1 The report shows that our road, bus and public transport workforce safety scorecard measures for Q1 2021/22 have been met.

3.2 Our public transport customer safety scorecard measure was not met. Slips, trips and falls were the main cause of customer injury. It is too early to fully understand the reasons behind this quarter's results, but slip, trip and fall incidents on stairs and escalators remain high, and there was a slight increase in intoxication related incidents.

#### **Safety**

3.3 During Q1, we continued to see lower than normal passenger numbers and on-street activity as tighter Government restrictions remained in place. Across our public transport network, there were no accidental customer or workforce deaths, however, serious injuries have increased this quarter to a total greater than any quarter throughout 2020/21. The number of customers injured per million passenger journeys was above our target at 2.52 per million journeys. Looking back over the last few years, customer injuries are still well below pre-pandemic levels.

3.4 In Q1, there were 15 people killed and early estimates indicate 849 people seriously injured on London's streets. More people cycling were killed or seriously injured, compared to other transport modes, followed by powered two-wheeler drivers and then people walking. Before the pandemic, people walking were consistently the most significantly injured group, followed by powered two-wheeler

drivers and then people cycling. However, the risk of being killed or seriously injured per journey is falling for people cycling. This reflects a significant increase in the number of people cycling, and a change in where, when and why people are cycling in and across London. Outside of Q1, two notable road safety incidents occurred; the death of a person cycling at Holborn gyratory involving an HGV and a collision between two buses at Victoria bus station which resulted in two serious injuries and a fatal injury.

- 3.5 There were four accidents reported under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) in our capital delivery projects. The top causes of injury remains slips, trips and falls. Our Capital Delivery teams have worked hard to continue delivery of our projects and maintenance in a COVID-19 compliant way.
- 3.6 The level of bus-related violence with injury offences was higher in Q1 of 2021/22 compared with the same period in 2020/21 (43 offences compared with 32). Thirty-six per cent of physical assaults, including spitting, against bus drivers (and reported to the police) are linked to road rage. Feedback from staff and unions is that workplace violence is underreported, particularly verbal abuse.

## **Health**

- 3.7 It is with great sadness we report that up to the 17 August 2021, 95 people who worked on the transport network have tragically lost their lives to COVID-19 since the start of the pandemic. COVID-19 remained the top cause of short-term absences in Q1 but fell from the first to third most common cause of long-term absence when compared to the previous quarter. Absences related to mental health and musculoskeletal issues were the most significant causes of long-term absences and remain the focus of our preventative measures.

## **Environment**

- 3.8 Our electricity consumption in Q1 reflected the near normal operation of TfL services, a period which included the reopening of the Waterloo and City Line for first time since March 2020. Compared to the same quarter last year, consumption was 31 per cent higher due to reduced service levels as a result of the pandemic. Carbon dioxide emissions from operations, excluding buses, track closely to electricity consumption. Despite a 31 per cent increase in electricity consumption compared to Q1 last year, carbon emissions were only 21 per cent higher, partly offset by grid decarbonisation.

## **List of appendices to this report**

Appendix 1: SSHRP Safety, Health and Environment Report

## **List of Background papers**

None

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