

**Date: 25 November 2021**

**Item: Safety Update**

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**This paper will be considered in public**

**1 Summary**

1.1 This paper provides an update on safety.

**2 Recommendation**

**2.1 The Committee is asked to note the paper.**

**3 Safety Update**

3.1 This paper includes a performance update for the Crossrail Programme and Infrastructure Manager, Rail for London (Infrastructure) Limited (RfL(I)) for Periods 6 and 7.

3.2 In summary, our safety performance this calendar year has been the most positive historically across the Programme. There have been 24 green weeks in 2021 compared to 18 in 2020. A green week is one where there is no lost time accident or high potential incident. There were 13 significant injuries during 2020 and just three for 2021. This is a result of safety leadership across a combined coalition of the Elizabeth line.

3.3 Regarding the accident performance in the last two periods, there were two lost time accidents on Crossrail of which one was reportable and there were no RfL(I) employee or contractor reportable or lost time accidents.

3.4 Regarding incident performance, there were no Crossrail Reportable Incidents and there was one RfL(I) Reportable Incident.

3.5 The accidents and Incidents are summarised below:

- (a) at the Harrow Road compound, a person twisted their ankle while descending the last step of a staircase. The area was poorly lit because the lighting had been removed that day. This resulted in one day's absence from work. The compound has been demobilised. The accident learning has been shared programme wide;
- (b) at the handed-over Liverpool Street station (Moorgate), a person caught their finger in a door. A residual hazard review has been conducted with London Underground. The door was installed as per the design;

- (c) a Voltage Transformer failed in the Westbourne Park area, this was a reportable event and an investigation is being conducted with support from the manufacturer. A risk assessment has been undertaken for the interim period while the investigation concludes, and a permanent solution is agreed; and
  - (d) at the Bond Street Station Project, there were two incidents during lifting operations, with neither of these incidents causing harm. An exclusion zone was breached, and a load struck a fixed object. A comprehensive review of lifting arrangements has been undertaken. The management of all lifting and supervision on site has been reconfirmed with an assurance regime introduced. The reporting and fair culture throughout the project is extremely positive and has enabled the lessons to be implemented proactively.
- 3.6 The November 2021 SHELТ (Safety and Health Executive Leadership Team) will be its penultimate meeting, aligning with project completion, contractor demobilisation and the start of the Trial Operations phase. Revised arrangements have been agreed with all remaining parties and will be implemented such that health and safety performance remains a key focus area with the leadership team. The Elizabeth Line Safety Board will continue as will safety leadership and engagement with the supply chain.
- 3.7 Coordinated transition planning is being successfully managed with clear lines of responsibility and understanding between Crossrail Limited and RfL(I), TfL and all other relevant stakeholders and IM's.
- 3.8 Since the last report to the Committee, the Crossrail and RfL(I) Accident Frequency Rates are 0.05 and 0.19 respectively. The Crossrail and RfL(I) Lost Time Indices are 0.07 and 0.29 respectively. The High Potential Near Miss rate is 0.36. The industry-recognised frequency rates are calculated over a rolling 13 periods.
- 3.9 The Programme continues to manage the coronavirus pandemic risk with measures implemented by the supply chain remaining in place. The programme has plans for a controlled return to the programme offices, in line with TfL's approach.

**List of Appendices:**

Appendix 1: Crossrail Health and Safety Dashboard P7

**List of Background Papers:**

None

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