

Date: 24 February 2022

Item: Safety, Health and Environment Performance Report

This paper will be considered in public

1 Summary

- 1.1 This paper summarises key information reported in the third Quarterly (Q3) Safety, Health and Environment (SHE) report for the 2021/22 financial year.
- 1.2 The Q3 period covers the dates 19 September 2021 – 11 December 2021. Most data presented covers this range, except for some road safety and work-related violence data. It is clearly highlighted when data falls outside this period.
- 1.3 This paper summarises the key information and trends that are contained in the Q3 report.

2 Recommendation

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

3 Key information presented in the Q3 report

Scorecard

Quarter 3 2021/22 Scorecard			
Measure	Unit	Q3 Target	Q3 Actual
People killed or seriously injured in road traffic collisions per million journey stages	Killed or seriously injured per million journey stages	0.45	0.32
People killed or seriously injured in road traffic collisions in or by a London Bus (per million surface journey stages)	Killed or seriously injured per million journey stages	0.020	0.022
Customer all injuries per million passenger journeys	All injuries per million journeys	2.52	2.71
Workforce all injuries	Number of workforce injuries	425	322

- 3.1 The report shows that people killed or seriously injured on our roads and workforce all-injuries safety scorecard measures for Q3 2021/22 have been met.
- 3.2 We narrowly missed our central scorecard target for the rate of people killed or seriously injured on or by a London bus, but the rate is below our floor target of 0.024. Our aim for bus safety is more stretching than the general road safety aim, to reflect our ability to more directly influence bus services.
- 3.3 Our public transport customer safety scorecard measure was not met, although our score this quarter was an improvement on both Q1 and Q2 2021/22. In Q3 we saw a seasonal increase in intoxication-related customer injuries in the lead up to Christmas.

Safety

Public Transport

- 3.4 During Q3, we continued to see more customers returning to our public transport network, especially in the second half of the quarter, leading up to Christmas.
- 3.5 Across our public transport network, sadly one customer was killed. This happened at Farringdon London Underground station, when they were struck by the front corner of a train as it entered the station, resulting in their subsequent death.
- 3.6 Overall, there were 13 more customers killed or seriously injured this quarter than any quarter since the beginning of 2020/21, when the pandemic began. This increase can be partially attributed to the continued increase in the number of customers travelling on our network during the quarter, as well as the expected seasonal peak in intoxication-related injuries in the pre-Christmas period.
- 3.7 The number of customers injured per million passenger journeys was 2.71, which is above our target at 2.52 per million journeys, but a significant improvement on Q2 (2.91). Compared to Q3 2019/20 (preceding the pandemic) there have been 20 per cent fewer customer injuries during Q3 2021/22.

Streets

- 3.8 In Quarter 3 2021/22, there were 17 people killed. The total number of people killed has been on a general downward trajectory since Q3 2019/20, when 31 people were killed. Comparing this figure for Q3 2019/20 with Q3 2021/22, the total number of people killed on London's roads has reduced by 45 per cent.
- 3.9 Early estimates indicate 816 people were seriously injured on London's streets in Q3. More people walking were seriously injured (266), compared to other transport modes, followed by people cycling and people using powered two wheelers (193 for both modes).
- 3.10 An emerging trend of 2021 is the reduction among motorcycle riders suffering fatalities (over 60 per cent lower than pre-pandemic levels, average taken from 2017-19) and serious injuries (around 15 per cent lower than pre-pandemic levels). The early hypothesis is that this is linked to a reduction in motorcycle commuting on higher speed roads.

- 3.11 We are seeing a significant growth in registrations of lower powered motorcycles (under 125cc), which have the lowest training and licencing requirements of any motorised mode, despite being one of the most vulnerable road user types. We are working to make the case to government to strengthen the one-day Compulsory Basic Training (CBT) course and talking to delivery companies about how we and they can best protect their riders. We are also updating design guidance for motorcyclists to reflect current best practice and developing and piloting a motorcycle safety review tool, tested with stakeholders, to improve safety on corridors with the highest harm.
- 3.12 We report on the continued upward trend in enforcement of speeding offences. This is linked to our joint commitment with the Metropolitan Police Service (MPS) to develop the capacity to enforce against up to one million speeding offences per annum, in all limits including 20mph. During the Quarter final preparations were completed to allow additional mobile speed enforcement teams to commence operation in Q4, further enhancing the ability to deter this dangerous behaviour.

Workforce

- 3.13 There were no incidents reported under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) in our capital delivery projects. This is positive news in terms of progress towards our long-term ambitions, but there were several significant near misses during Q3 that had the potential to result in serious harm to our colleagues. These included two incidents involving the incorrect use of telehandlers and another involving the incorrect erection of a mobile scaffold tower, influenced by failures to follow safe instructions and correct procedure. Close attention is also being paid to address recent increases in incidents caused by attempted violence and assault on staff. High potential or significant near misses are treated in the same way as serious injuries, with full investigations completed, findings shared between across TfL Capital teams (and wider industry where appropriate) and mitigations put in place to prevent harm from occurring.
- 3.14 Fare evasion remained the biggest trigger for work-related violence and aggression (WVA) during Q3, resulting in 28 per cent of all WVA incidents on London Underground (LU) and 39 per cent on the Surface transport network. This is a slight increase of four per cent on the Surface network. There has also been a rise in the number of WVA incidents on the LU Network involving a customer with an e-scooter from seven in Q2 to 13 in Q3. A ban on e-scooter carriage on our services due to fire risk was introduced at the very end of Q3, so this increase will require further monitoring.

Health

- 3.15 It is with regret that we report that up to 27 January 2022, 105 people providing TfL services have tragically lost their lives to COVID-19 since the start of the pandemic.
- 3.16 COVID-19 remained the top cause of short-term absence in the quarter and remained the third most common cause of long-term absence. 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

- 3.17 Our electricity consumption in Q3 saw a return to near pre-pandemic levels. It was within one per cent of Q3 2019/20, but a five per cent increase on Q3 2020/21, attributable to the reduced service levels we were operating at that time. When comparing with Q3 2019/20, a more normal year for comparison, our electricity consumption has dipped below pre-pandemic levels. In Q3 2021/22 our total electricity consumption was 373.59 gigawatt hours compared to 375.33 gigawatt hours in Q3 2019/20.
- 3.18 Carbon dioxide emissions from operations, excluding buses, track closely to electricity consumption. Despite overall electricity consumption increasing by five per cent compared to Q3 2020/21, carbon emissions reduced by four per cent as a result of grid decarbonisation. In comparison with the more normal year of 2019/20 when TfL CO2 emissions were at 100,910 tonnes in the quarter, we saw a drop in CO2 emissions as for Q3 2021/22 our CO2 emissions totalled 83,594 tonnes.
- 3.19 On 25 October 2021, the Ultra Low Emission Zone (ULEZ) was expanded to include the area within the North and South Circular Roads. The newly expanded ULEZ is 18 times the size of the original central London zone, which the Mayor introduced in April 2019, and now covers almost four million people. It will bring the health benefits of cleaner air to millions more Londoners, both inside and outside the zone.
- 3.20 The Northern Line Extension (NLE) project was awarded 'Excellent' for CEEQUAL (Civil Engineering Environmental Quality Assessment & Award Scheme), a scheme awarded by the Building Research Establishment. The tool is used on Civil Engineering and Infrastructure projects to assess, improve and verify sustainability performance. Sustainability is at the heart of the Mayor of London's Transport and Environmental Strategies and the CEEQUAL assessment scheme ensures that TfL is delivering projects that align with this.
- 3.21 The TfL Sustainable Development Framework (SDF) was launched on 22 November 2021. The nine dimensions of the SDF form a tool which can be used to measure and seek continual improvement to the sustainability of current and future projects. The 97 key performance indicators (KPIs) of the SDF directly link to the London Recovery Programme. For example, KPIs setting targets for healthy streets, active travel improvements and child friendly design recognise the disproportionate road danger and injuries that London's deprived communities and some ethnic groups can suffer.

List of appendices to this report

Appendix 1: Safety, Health and Environment Quarterly Report Quarter 3 2021/22

List of Background papers

None

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