

Date: 24 March 2022

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 for Periods 10 and 11 2021/22.

### **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 Infrastructure Manager, Rail for London (Infrastructure) Limited (RfL(I)) and the Crossrail Programme. In summary, safety performance continues to see an overall positive improvement compared to previous years, which has been attributed to continued safety leadership and engagement across the Elizabeth line.
- 3.2 During this period there were two significant incidents. The first resulted in the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) and lost time case (LTC) due to the injured person fracturing their ankle. This incident occurred at Bond Street when a traffic marshal tried to prevent a load falling from a flatbed lorry during a loading activity. The second incident was recorded as a high potential near miss (HPNM) and was as a result of unauthorised works taking place in the tunnel ventilation system at Canary Wharf.
- 3.3 Rail for London (Infrastructure) had one significant incident resulting in a Lost Time Injury (LTI) reportable under RIDDOR. An operative slipped whilst putting out protection. Despite the fall, the operative continued his shift but felt discomfort and pain the following day, this resulted in being placed on light duties for a period of more than seven days.
- 3.4 Since the last report to the Committee, the Crossrail HPNM rate has continued to decrease, with Period 10's rate being 0.33 and a further reduction to 0.30 for Period 11. There has been a steady reduction in the HPNM rate over the last few periods and this will continue if the current level of safety performance is maintained.
- 3.5 Crossrail RIDDOR and LTC Accident Frequency Rates (AFRs) reached historical lows during Period 10 – RIDDOR 0.04 and LTC 0.06. These are the lowest rates recorded since Period 7 2011/12. As a result of the significant injury in Period 10

(RIDDOR specified injury) the AFRs increased by 0.02 to 0.06 for RIDDOR and 0.08 for LTC. Further data on Period 10 and Period 11 performance is available in the Health and Safety Executive (HSE) storyboard at Appendix 1 and 2.

- 3.6 The RfL(I) Accident Frequency Rate remains at 0.39, Fatality Weighted Index 0.014 and Lost Time Injuries 0.289.
- 3.7 The industry recognised frequency rates are calculated over a rolling 13 periods.
- 3.8 In January 2022, Crossrail enacted its revised HSE governance structure with commencement of the Programme HSE performance review and the HSE forum. The revised arrangements continue to focus on HSE performance, safety leadership and contractor engagement and provide assurance to the executive as Crossrail heads towards demobilisation and conclusion. The revised structure will dovetail into the Elizabeth line periodic Executive Safety Review.
- 3.9 The Programme continues to manage the coronavirus pandemic risk with measures implemented by the supply chain remaining available to implement at short notice should there be a change to the risk profile and data.

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

Appendix 1: Crossrail Health, Safety and Environmental storyboard Period 10

Appendix 2: Crossrail Health, Safety and Environmental storyboard Period 11

#### **List of Background Papers**

None

Contact Officer: Mark Wild, Chief Executive Officer, Crossrail  
Email: [markwild@tfl.gov.uk](mailto:markwild@tfl.gov.uk)