

Date: 25 May 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 12 and 13 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.

3.2 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.

3.3 There were no Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDORs) or lost time cases recorded during this period on the Crossrail programme.

3.4 RfL(I) had one Lost Time Injury event in Period 12, where an operative caught his thumb in between the Road Rail Access Point and the cement base during removal, this resulted in three days off work. The investigation has been concluded and one of the contributing factors was the use of incorrect tools and methodology.

3.5 There were no RfL(I) RIDDOR reportable events in Period 12 or 13.

3.6 During this period there was one significant incident. This was classified as a high potential near miss (HPNM). This incident occurred at Bond Street when the high winds caused by Storm Eunice resulted in the fence line being blown over and the doors being forced open. There was no harm to people as a result of this incident.

3.7 Since the last report to the Committee, the Crossrail HPNM rate has continued to decrease, with Period 12's rate being 0.27 and a further reduction to 0.25 for Period 13. 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.

- 3.8 Crossrail RIDDOR accident frequency rate (AFR) rose in Period 12 to 0.07 as a result of the incident reported previously in Period 11, before decreasing in Period 13 to 0.05. The lost time case AFR remained stable in Period 12 before decreasing in Period 13 to 0.07. Further data on Period 12 and Period 13 performance is available in the Health, Safety and Environment (HSE) dashboards at Appendix 1.
- 3.9 The RfL(I) Accident Frequency Rate (AFR) remains low with the latest figures showing 0.19, the Fatality Weighted Index (FWI) 0.002 and Lost Time Injuries (LTI) 0.0004.
- 3.10 The industry recognised frequency rates are calculated over a rolling 13 periods.
- 3.11 In Period 12 Crossrail embedded HSPI SMART, an engagement led set of measures proportionate to the ongoings of the programme. This resulted in a significant improvement on the previous periods results, with an increase in Period 12 to 2.85 and a further increase in Period 13 to 2.95.
- 3.12 To encourage close call reporting, RfL(I) has implemented QR codes creating ease of access to reporting tools. This has seen a positive increase in reporting.
- 3.13 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:**

Appendix 1: Health, Safety and Environmental dashboards

**List of Background Papers:**

None

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