

Date: 14 July 2022

Item: Safety Update

This paper will be considered in public.

1. Summary

- 1.1. This paper provides an update on safety for Periods 1 and 2 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 zero Lost Time Injury events during this period.
- 3.5. There were no RfL(I) RIDDOR reportable events during this period.
- 3.6. During this period there were two significant incidents. These were classified as high potential near misses (HPNMs). The first incident occurred at Canary Wharf where a scaffolder was observed working at height in an unsafe manner. The second incident occurred at Bond Street where the temporary earth bonds on the non-public platform cages were not reinstated at the end of the night's work. There was no harm to people as a result of these incidents.
- 3.7. Since the last report to the Committee, the Crossrail HPNM rate has continued to decrease over the last 13 periods. Period 1's rate reduced to 0.20 however there was a small increase in Period 2 to 0.21 as a result of the two incidents described above. There has been a steady reduction in the HPNM rate over the 13 periods and this will continue if the current level of safety performance is maintained.
- 3.8. Since the last report to the Committee the Crossrail RIDDOR accident frequency rate (AFR) rose to 0.06 in Period 1 and remained at 0.06 for Period 2. The lost time case AFR also rose in Period 1 to 0.08, remaining at 0.08 for Period 2. The

rises are as a result of using the rolling 13 period calculation. Further data on Period 1 and Period 2 performance is available in the Health, Safety and Environment dashboards at Appendix 1.

- 3.9. The industry recognised frequency rates are calculated over a rolling 13 periods.
- 3.10. Focus remains on Crossrail's HSPI SMART metric, an engagement-led set of measures proportionate to the ongoing activities of the programme, with Period 2 scoring 3.00 for the first time since the new measure was launched back in Period 11.

List of Appendices:

Appendix 1: Crossrail Health, Safety and Environmental dashboards

List of Background Papers:

None

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