

Date: 29 September 2022

Item: Safety Update

This paper will be considered in public

1 Summary

1.1 This paper provides an update on safety for Periods 4 and 5 of 2022/23.

2 Recommendation

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

3 Overall 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 Safety performance on RfL(I) and the Crossrail programme continues to see an overall improvement compared with previous years. This is attributed to both the declining risk profile of the remaining works and continued safety and leadership engagement.

3.3 With respect to operational safety, all RfL(I) Safety Key Performance Indicators remain better than target. As at Period 5 there have been no Workforce Lost Time Injuries and no fatalities or serious injuries to customers or workforce. We continue to focus on pro-active safety management including the reporting of close calls.

4 Programme Safety Update

4.1 No RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013) events or Lost Time Incidents occurred on the Crossrail programme during Period 5, the seventh consecutive Period in which no incidents of either kind occurred. As a result, since the last report to the Committee, the Crossrail RIDDOR Accident Frequency Rate (AFR) has fallen marginally from 0.06. It remained at 0.06 in Period 3, before decreasing to 0.05 in Period 4 where it remained for Period 5.

4.2 The Lost Time Case (LTC) AFR has risen from 0.08 in Period 2 to 0.09 for Period 3, 0.10 for Period 4 and 0.11 in Period 5. The rises are the result of a move towards using an industry recognised rolling 13 period calculation, meaning a fall in the number of work hours can lead to an increasing rate for the AFR, since previous incidents show up as a greater proportion of hours worked over the whole period.

- 4.3 Since the last report to the Committee, the Crossrail High Potential Near Miss (HPNM) rate has increased, following three incidents (all taking place at Bond Street) which were classified as HPNMs. During Period 3 the rate increased to 0.25, with Period 4 at 0.30 and Period 5 concluding at 0.33. However, the long-term trend for HPNMs has been consistently downward and the rising rate partly reflects a fall in the number of hours being worked overall.
- 4.4 The three Bond Street incidents which were classified as HPNMs were:
- (a) an unauthorised delivery of oxy-acetylene gas accepted at site;
 - (b) an electrician observed working at height in an unsafe manner; and
 - (c) the construction of an access tower scaffold using a damaged tube (the damage was identified prior to sign-off for use).
- 4.5 No harm occurred as a result of these incidents, but there is rightly a renewed emphasis on the paramount importance of site safety.
- 4.6 The reporting of these HPNMs is part of a demonstrable culture of openness around safety on site – both throughout Crossrail as an organisation, and also specifically at Bond Street. In the case of the discovery of the damaged scaffolding tube, the initial reporting of the incident was marked as a level 3 incident, before the team deemed that it should be upgraded to a more serious level 2 – a clear indication of the gravity with which HPNMs are viewed. Immediately after the incident, the supplier issued a national bulletin outlining the measures it was taking as a result of the report, and Crossrail carried out its own investigation into why the defect was not spotted prior to installation.
- 4.7 Focus remains on Crossrail's HSPI SMART metric (the Health and Safety Performance Index measurement, based on Crossrail's 6 Target Zero Pillars – considered the foundation for good health and safety management), a set of measures tracking health and safety performance proportionate to the continuing activities of the programme, combining scores for effort and effectiveness.
- 4.8 The HSPI SMART score during Period 3 was 2.90 and all contracts achieved the maximum score of 3.0 in Period 4. The maximum score was also achieved in Period 5 (although this appeared as a score of 2.70 due to the Canary Wharf programme concluding halfway through the Period). This reflects an ongoing proactive approach to health and safety.
- 4.9 As part of this approach, Crossrail, TfL and our operational partners continue to look for proactive ways to maintain a high standard of safety in all areas of operations, for example through an organisation-wide strategy to improve communication on safety. Examples include:
- (a) digital safety communications at Plumstead – key safety information has been uploaded onto monitors at the Plumstead Maintenance Facility. This is a great tool for delivering critical information; and

- (b) Tunnel Vent System Awareness briefings – Crossrail has delivered eight briefings around tunnel vents externally, with 465 stakeholder staff briefed in total. The briefings were very well received and succeeded in raising awareness of the process and risks associated with the Tunnel Vent System.

5 Operational Safety Update

5.1 The RfL(I) Safety Key Performance Indicators are all better than the annual target:

- (a) RfL(I) recorded no RIDDOR events or Lost Time Injuries during Period 4 or Period 5. RfL(I)'s RIDDOR event rate for Period 5 is at 0.10 (reduced by 0.09 points from Period 4 to Period 5) and 0.19 for Lost Time Injuries, which are at a level trend;
- (b) the Fatality Weighted Index and Accident Frequency Rate are at a level trend across both periods – at 0.0019 and 0.58 respectively; and
- (c) there were no major customer or workforce injuries reported in Period 4 or Period 5.

5.2 An initiative to drive increased Close Call reporting is in place, as part of a move to use the number of Close Calls as a leading safety indicator. A Close Call is defined as anything that has the potential to cause harm or damage – for example causing major or minor harm to a person, to damage railway infrastructure or to cause environmental damage. Actions taken to encourage reporting of Close Calls include the launch of a new streamlined Microsoft form allowing staff members to easily report instances they observe from anywhere.

5.3 Five Close Calls were reported in Period 4 with a further five in Period 5. There has been a total of 12 Close Calls reported over the past three periods. The number of Accidents remained stable with one in Period 3 and no Accidents reported in Periods 4 and 5.

5.4 There has been a slight rise in Incidents (harm to a person, the environment or infrastructure and equipment) occurred, with five in Period 3 and six during each of the Periods 4 and 5, giving a total of 17 (compared to 12 across the three previous Periods). This is still better than target.

List of Appendices:

None

List of Background Papers:

None

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