

**Date: 24 November 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 6 and 7 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 With respect to operational safety, all RfL(I) Safety Key Performance Indicators (SKPIs) remain better than target. As at Period 7, there have been no RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013) reportable events or workforce Lost Time Injuries (LTIs), and no fatalities or serious injuries to customers or workforce. There is an ongoing focus on proactive safety management including the reporting of Close Calls.

3.3 Safety performance on 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.

## **4 Operational Safety Update**

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

- (a) RfL(I) recorded no RIDDOR events or LTIs during Period 6 or Period 7. RfL(I)'s RIDDOR event rate for Period 7 is at 0.00 (reduced by 0.10 points from Period 5 to Period 6, then maintained for Period 7) and 0.19 for LTIs, which is at a level trend.
- (b) The Fatality and Weighted Injuries Index and All Accident Frequency Rate (AAFR) both show a slight increase from Period 6 to Period 7 due to a minor injury – as a result, the respective AAFR rates for those periods have risen to 0.0034 (up 0.0005), and 0.67 (up 0.09).

- (c) There were no major customer or workforce injuries recorded during Period 6 or Period 7.
- 4.2 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, damage to railway infrastructure or environmental damage.
- 4.3 The initiative to drive an increase in Close Call reporting, which is recognised as a leading indicator of a strong safety culture, has now been in place for two periods and has been delivering the intended rise in reports, with an increase in Close Calls reported across Periods 6 and 7 when compared to the previous periods.
- 4.4 Sixteen Close Calls were reported in Period 6 with a further 15 in Period 7. This means there were a total of 46 Close Calls reported during the most recent three periods, compared to 18 for the previous three (Period 2 to Period 4).
- 4.5 The number of incidents (occurrences with the potential to cause harm to a person, the environment or infrastructure and equipment) shows a slight reduction with four reported during Period 7 which compares to six during Period 6. One accident (an instance where harm occurs) – in which an operative twisted their ankle – was reported during Period 7, which is the first accident since Period 3. This saw an investigation take place and set of actions produced to prevent any recurrence. In total three accidents and 32 incidents have been recorded during the financial year.

## **5 Programme Safety Update**

- 5.1 No RIDDOR events or LTIs occurred on the Crossrail programme during Period 6 or Period 7, making the latter the ninth 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 from 0.05 to 0.03 in Period 6, where it remained for Period 7.
- 5.2 The Lost Time Case (LTC) AFR has also decreased because of the continued good performance in this area. As a result, since the last report the LTCAFR has fallen from 0.11 to 0.06 in Period 6 where it remained for Period 7.
- 5.3 AFRs are calculated using an industry-recognised, rolling 13 period calculation with the rates not only influenced by incidents, but also by hours worked.
- 5.4 Since the last report to the Committee, the Crossrail High Potential Near Miss (HPNM) rate has increased following three incidents (all at Bond Street) which were classified as HPNMs. During Period 6, the rate increased to 0.38, before slightly reducing in Period 7 to 0.34.
- 5.5 The three Bond Street incidents which were classified as HPNMs were:
- (a) two cables being cut whilst removing the temporary electrical network;
  - (b) a tower scaffold not erected as per manufacturer's design; and
  - (c) a report of personnel entering the Tunnel Ventilation System without authority.

- 5.6 No harm occurred as a result of these incidents, and following senior level reviews, several improvements were implemented to prevent future reoccurrence and ensure the project continues to complete the remaining works safely.
- 5.7 People's safety is at the heart of the Crossrail programme and with three HPNMs occurring in a short time frame, the team took the decision to hold a half-day safety 'stand down' on both days and nights at Bond Street. During a safety stand down a halt is called to all programme works, and the team comes together to review performance and reiterate the paramount importance of safety on site. The key messages delivered at the stand down were 'safety before productivity' and 'stop, think and question'.
- 5.8 Incident reporting is fundamental to a positive safety culture. While three HPNMs is more HPNMs than the programme would wish to see, it also demonstrates the open and fair culture that has been, and continues to be, at the heart of Crossrail's safety culture. Continued visibility of these incidents enables us to work to prevent reoccurrence and future harm to people, while ensuring these values are pursued through to the conclusion of the project.
- 5.9 Focus remains on Crossrail's HSPI SMART metric (the Health and Safety Performance Index) measurement which reflects the level of safety engagement on the project, ensuring that the leadership team is involved in continuous outreach to communicate the safety message and drive continuous safety improvement. Planned engagement activities are reflective of the reducing work forecast. The HSPI SMART score during Period 6 was 2.75 with all contracts achieving the maximum score of 3.0 in Period 7.

#### **List of Appendices:**

- Appendix 1: RfL(I) Health, Safety and Environmental dashboards  
Appendix 2: Crossrail Health, Safety and Environmental dashboards

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

None

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