

Date: 24 January 2023

Item: Safety Update

This paper will be considered in public

1 Summary

1.1 This paper provides an update on safety for Periods 8 and 9 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 9, there have been no RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013) reportable incidents or workforce Lost Time Injuries (LTIs), and no fatalities or serious injuries to customers or workforce this financial year. There is an ongoing focus on proactive safety management including the reporting of Close Calls, described further below.

3.3 Safety performance on the Crossrail programme remains strong, with Accident Frequency Rates (AFRs) at an all time low. 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) SKPIs are all better than the annual target:

- (a) RfL(I) recorded no RIDDOR events or LTIs during Period 8 or Period 9. RfL(I)'s RIDDOR event rate for both periods are 0.00 and 0.19 for LTIs, both being at a level trend;
- (b) the Fatality and Weighted Injuries Index and All Accident Frequency Rate both show a level trend for Period 8 and Period 9, the respective rates for those periods are 0.0034, and 0.67; and
- (c) there were no major customer or workforce injuries recorded during Period 8 or Period 9.

- 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 four periods and has been delivering the intended rise in reports, with an increase in Close Calls reported when compared to the previous periods.
- 4.4 Ten Close Calls were reported in Period 8 with a further 17 during Period 9. This means that there was a total of 57 Close Calls reported since the start of the Close Call Engagement Programme (Period 6). This compares to 23 for the previous four periods (Periods 2 to 5).
- 4.5 The growth in Close Call reporting has meant that there has been an increase in the number open. The Safety Health and Environment (SHE) advisors are actively working with the business with appropriate processes put in place to ensure all Close Calls are investigated and closed within the expected timeframe.
- 4.6 The number of incidents (occurrences with the potential to cause harm to a person, the environment or infrastructure and equipment) shows a reduction from previous periods with one reported for each of the Periods 8 and 9 and are trending down. In total three accidents and 34 incidents have been recorded during the financial year.
- 4.7 The Tunnel Ventilation System (TVS) Awareness Safety Campaign has been a successful collaboration between RfL(I) SHE, Maintenance and Engineering departments, with the aim of reducing adverse events. Several virtual and face-to-face briefings were delivered by technical and safety experts resulting in around 450 people being briefed and becoming TVS aware. Wellbeing and resilience bitesize coaching sessions are being delivered to the team at the Romford Control Centre to raise awareness and provide top tips for the attendees, these have been very well received.

5 Programme Safety Update

- 5.1 No RIDDOR events or Lost Time Incidents occurred on the Crossrail programme during Period 8 or Period 9, making the latter the eleventh consecutive period in which no incidents of either kind occurred. Although a significant achievement, since the last report to the Committee, the Crossrail RIDDOR AFR has risen from 0.03 to 0.04 in Period 9. This is attributed to the decline in hours worked across the programme.
- 5.2 The Lost Time Case (LTC) AFR has also risen because of the decline in hours worked across the programme. As a result, since the last report the LTCAFR has risen from 0.03 to 0.04 in Period 9.
- 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, there have been no High Potential Near Misses (HPNM). This is the third period in succession without a HPNM. The Crossrail HPNM rate has increased however to 0.34 in Period 8 and then further increased to 0.38 in Period 9. These rates are influenced by incidents, but also by hours worked.
- 5.5 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. All contracts achieved the maximum HSPI SMART score of 3.0 in Periods 8 and 9.

List of Appendices:

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

List of Background Papers:

None

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