

**Date:** 22 February 2023

**Item:** Safety, Health and Environment Quarterly Report – Quarter 3 2022/23

**This paper will be considered in public**

**1 Summary**

- 1.1 This paper summarises the key information and trends reported in the Safety, Health and Environment (SHE) Quarterly Report for Quarter 3 (Q3) of the 2022/23 financial year, attached as Appendix 1.
- 1.2 Q3 covers the dates 18 September to 10 December 2022. Most data presented covers this date range, except for some road safety and work-related violence data. It is clearly highlighted when data falls outside this period.

**2 Recommendation**

- 2.1 The Panel is asked to note the report.

**3 Key information presented in the Q3 report**

**Scorecard**

Measure	Unit	Q3 Target	Q3 Actual
People killed or seriously injured in road traffic collisions per million journey stages	Killed or seriously injured per million journey stages	0.33	0.27
People killed or seriously injured in road traffic collisions in or by a London bus (per million surface journey stages)	Killed or seriously injured per million journey stages	0.020	0.019
Customer all injuries per million passenger journeys	All injuries per million journeys	2.58	2.31
Workforce all injuries	Number of workforce injuries	323	371

- 3.1 The report shows that our safety scorecard measures of rate of people killed or seriously injured on the roads and rate of people killed or seriously injured on or by a London bus have been met for Q3 2022/23.
- 3.2 Our aim in Q3 2022/23 was to reduce the rate to fewer than 0.33 people killed or seriously injured on the roads per million journeys. In Q3, there were 0.27 people killed or seriously injured on the roads per million journeys. While we have met the annual scorecard metric for road safety in Q3 (and previous quarters this financial year), we are not currently on track to meet our Vision Zero interim target for 2022.
- 3.3 It is disappointing that we did not meet our workforce injury targets this quarter as the numbers increased from 341 in Q2 to 371 in Q3. This quarter, the main causes of injury to our workforce are due to slips, trips and falls, trapped fingers and traffic collisions.

## **4 Safety**

### **Public Transport**

- 4.1 During Q3, total customer numbers on the public transport were 0.82 billion, a 0.10 billion increase from the end of Q2. Our customer numbers – while recovering – still have some way to go to resume to pre-pandemic levels of 0.9 billion (Q2 2019/20).
- 4.2 There were no customers killed on our public transport network Q3. Sadly, 49 customers were seriously injured. This was one less than Q2.
- 4.3 The number of customers injured per million passenger journeys was 2.31, which is better than our target of 2.58 per million journeys and marks an improvement from the customer injury rate in Q2. Of the 49 serious injuries during Q3, 55 per cent occurred on London Underground (LU) and 45 per cent happened on buses and no serious injuries occurring on any other mode during Q3. Slips, trips and falls continue to be the most common injury type, accounting for 77.5 per cent of serious injuries incurred across the network. On our bus network, 86 per cent of serious injuries were in relation to slips, trips or falls and 70 per cent of LU serious injuries.

### **Streets**

- 4.4 In Q3 2022/23, we have continued to see a return to pre-pandemic levels of road journeys. This is the fourth successive quarter which has seen travel patterns and casualties on the roads return to pre-pandemic levels. There was an increase in walking, cycling and motorised journeys when compared with Q3 2020/21 and Q3 2021/22.
- 4.5 In Q3 2022/23, 24 people were killed, which is broadly similar to Q3 2020/21 (25) but above Q3 2021/22 (17). While this number represents a tragic number of deaths on London's roads, it is lower than the 31 people who were killed on London's roads in Q3 2019/20.

- 4.6 The number of people walking who were killed in Q3 2022/23 (13) is less than that of the Q3 2019/20 pre-pandemic figure (15).
- 4.7 The number of people seriously injured on London's roads in Q3 has fluctuated over recent years as pandemic restrictions have altered travel patterns and more of our Vision Zero interventions have been completed. In Q3 2022/23, there were 837 serious injuries (compared to 833 in Q3 2021/22 and 892 in Q3 2020/21). This is noticeably lower than Q3 2019/20 (before the pandemic) when 868 people were seriously injured suggesting that notwithstanding changes since the pandemic period, we continue to see a downward trend.
- 4.8 Over the last three quarters we have seen an increase in the number of car occupants killed on the roads, when compared to before the pandemic. Provisional analysis of raw casualty data suggests that excessive speed is a key factor, with loss of control of the vehicle being recorded in several fatal incidents.

### **Workforce**

- 4.10 In our Capital Delivery teams, workforce periodic safety performance is off target but has improved compared to recent years (non-pandemic). There were four incidents reported under the Reporting of Injuries Diseases and Dangerous Occurrences Regulations 2013 (RIDDOR) within the Capital area. As a result, the Accident frequency rates have increased across the Capital area, with the overall rate ending the quarter at 0.08; an increase on Q2.
- 4.11 Lost time injuries (LTIs) are injuries which cause an employee to be absent for one or more shifts. There were six LTIs reported in our Capital teams during Q3, an increase of one compared with Q2. Two of these LTIs occurred in our Major Projects and Project and Programme Delivery areas, resulting in a combined LTI rate of 0.12, below the target of 0.25. The four additional LTIs occurred within our LU teams. Descriptions of some of the key incidents are included in the Quarterly Report.
- 4.12 There were no LTIs recorded within TfL Engineering during Q3.

## **5 Health**

- 5.1 In Quarter 3 2022/23, Covid-19 remained the top cause of short-term absence and has significantly decreased from 44 per cent in the previous quarter to 27 per cent in Q3 2022/23. Absences related to mental health and musculoskeletal issues remained the most significant causes of long-term absences and remain the focus of our preventative measures, alongside measures to mitigate the risk of Covid-19 to our people and customers.
- 5.2 Our Occupational Health team is constantly working hard to prevent ill health but also to support those who become unwell, to return to work. The Well@TfL mobile unit has continued to make its way around the network, delivering wellbeing checks, health surveillance and medical checks onsite. During Q3, 247 wellbeing checks were delivered by the mobile unit.

## 6 Environment

- 6.1 Our electricity consumption this quarter was within two per cent of Q3 2021/22. We continue to ensure that our operations are as efficient as possible, including through the rollout of energy efficient assets such as LED lighting.
- 6.2 Carbon dioxide emissions from operations, excluding buses, track closely to electricity consumption. Emissions decreased by approximately seven per cent this quarter compared to the same period in 2021/22, partly due to a reduction in emissions intensity of grid electricity.
- 6.3 In December 2022, the TfL Executive Committee participated in a training about Sustainability. The training was hosted at a local social enterprise with a briefing and workshop sessions run by Will Day, Sustainability Advisor to PricewaterhouseCoopers UK. Will is also a fellow of the University of Cambridge Institute for Sustainability Leadership and previously sat on the UK's Sustainable Development Commission.
- 6.4 The Greater London Authority (GLA) group-wide Responsible Procurement Implementation Plan, of which TfL is a signatory, was launched in September 2022 and supports the delivery of our Corporate Environment Plan through procurement. The GLA is planning to raise over £500m via green bonds to finance zero carbon projects across the GLA Group and London. TfL is planning to bid for this opportunity, and as such has been developing a pipeline of projects that could be considered for funding, which we will be submitting to the GLA. The bond is expected to be issued in the first half of 2023 and, if successful, provide funding from 2023 to 2026 and accelerate our progress to achieve net zero carbon from our operations by 2030.

### List of appendices to this report:

Appendix 1: Q3 Safety, Health and Environment Report Quarterly Report - Quarter 3 2022/23

### List of Background papers:

None

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