

Date: 18 May 2023

Item: Safety Update

This paper will be considered in public

1 Summary

1.1 This paper provides an update on safety for Periods 12 and 13 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 13, 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.

3.3 Since Period 11, safety performance on the Crossrail programme is recorded as part of RfL(I) safety data and no longer reported separately.

4 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 12 or Period 13. RfL(I)'s RIDDOR event rate for both periods was 0.00, and 0.00 for LTIs, both being at a level trend for Period 13;
- (b) the Fatality and Weighted Injuries Index and All Accident Frequency Rate both decreased during Period 12 and are at a level trend for Period 13, the respective rates for those periods are 0.0019, and 0.39; and
- (c) there were no major customer or workforce injuries recorded during Period 12 or Period 13.

- 4.2 A Close Call is defined as anything that has the potential to cause harm or damage – for example, the potential to cause major or minor harm to a person, damage to railway infrastructure or environmental damage. Close Call reporting is recognised as a leading indicator of a strong safety culture and is encouraged as an opportunity to correct things before any harm occurs.
- 4.3 Eleven Close Calls were reported in Period 12 with a further eight recorded during Period 13. This means that there was a total of 109 Close Calls reported since the start of the Close Call Engagement Programme (Period 6). This compares to 57 for the previous eight periods before the Close Call Engagement Programme.
- 4.4 The growth in Close Call reporting has meant that there has been an increase in the number open. The Safety Health and Environment (SHE) Business Partners 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.
- 4.5 The number of incidents (unplanned, uncontrolled events that have occurred that may or may not have resulted in harm to the environment, infrastructure or equipment) shows an increase from the previous two periods with four reported during Period 12 and one reported during Period 13. In total 42 incidents have been recorded during the financial year.
- 4.6 The number of accidents (unplanned, uncontrolled events that have occurred that have resulted in injuries) total four during the Financial Year 2022/23 with one recorded during Period 12 and zero during Period 13.
- 4.7 The contracted safety managers departed in Period 13 with the safety function moving to TfL SHE under the Business Partnering model of coaching and mentoring teams and assuring SHE practices.
- 4.8 An updated Main Line Safety Authorisation was completed. The update also reflects the new operational SHE structure with the final clarifications submitted to the Office of Road and Rail in Period 13.

List of Appendices:

Appendix 1: RfL(I) Health, Safety and Environmental dashboards Period 12 and Period 13

List of Background Papers:

None

Contact Officer: Howard Smith, Director, Elizabeth line
Email: howardsmith@tfl.gov.uk