

Date: 25 July 2023

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 1, 2, and 3 of 2023/24.

### 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 3, there have been no RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013) reportable incidents, and no fatalities or serious workforce Injuries. There has been one Lost Time Injury (LTI) reported during Period 3 which is the first LTI reported since Period 12 of 2021/22. There is an ongoing focus on proactive safety management including the reporting of Close Calls.

3.3 Safety of the Crossrail Programme remained strong up until it ceased as a Programme on the 26 May 2023 with no significant incidents reported during the last nine periods of the programme. All remaining residual works have now transferred to Capital Works under RfL(I).

### 4 Operational Safety Update

4.1 The RfL(I) SKPIs are all better than the annual target:

(a) RfL(I) recorded no RIDDOR events during Periods 1, 2 and 3, with the RIDDOR event rate at 0.00 for all three periods.

(b) RfL(I) recorded one LTI during Period 3, the LTI Accident Frequency Rate is 0.10 at Period 3.

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.

- 4.3 Twelve Close Calls were reported in Period 1, 13 for Period 2, and a further 12 during Period 3. The rate of Close Calls reported is at a level trend.
- 4.4 The Safety, Health and Environment (SHE) Business Partners are actively working with the business with appropriate processes 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) totals eight for the last three periods; five reported during Period 1, one during Period 2, and two reported during Period 3, this compares to nine recorded during the previous three periods.
- 4.6 There have been two accidents (unplanned, uncontrolled events that have occurred that have resulted in injuries) reported so far this Financial Year, one during Period 1 and one during Period 3. The accident during Period 3 resulted in a LTI where an operative tripped on the track. This the first LTI recorded since Period 12 2021/22. The LTI Accident Frequency Rate at Period 3 is 0.10.
- 4.7 The SHE Business Partnering team continue to support the business on a day to day basis while implementing a rolling programme to align the management of SHE within RfL(I) with the wider TfL business.
- 4.8 The latest version of the RfL(I) Main Line Safety Authorisation was agreed by the Office of Road and Rail and issued on 27 April 2023.

**List of Appendices:**

Appendix 1: RfL(I) Safety, Health and Environment Dashboards.

**List of Background Papers:**

None

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