

**Board**

**Date: 25 July 2023**

**Item: Safety, Health and Environment Annual Report 2022/23**

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## **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) Annual Report for the 2022/23 financial year.
- 1.2 The financial year covers the dates 1 April 2022 – 31 March 2023. Most data presented covers this range, except for some road safety and work-related violence data. It is clearly highlighted when data falls outside this period.
- 1.3 The year 2022/23 saw TfL continue to work toward its goal of Vision Zero and the majority of safety scorecard targets were met. However, challenges remain, and latter trends suggest that road risk has returned to pre-pandemic levels. There remain a number of areas in terms of our safety, health and environmental performance where we need to make significant progress.

### **2 Recommendation**

- 2.1 **The Board is asked to note the Safety, Health and Environment Annual Report 2022/23.**

### **3 Report Overview**

- 3.1 The report shows that people killed or seriously injured on our roads, customer all-injuries and carbon dioxide emissions scorecard measures for 2022/23 have been met. This is a positive result but a reminder that we must strive to do more to achieve Vision Zero, zero harm and the decarbonisation of London respectively.
- 3.2 We narrowly missed our central scorecard target for the total number of injuries sustained by our colleagues, although numbers of the most serious and fatal injuries improved compared to last year. The report describes measures that we are taking to continually improve colleague safety including a particular focus on addressing public violence and aggression towards colleagues.

Measure	Unit	2022/23 target	2022/23 actual	Status
People killed or seriously injured in road traffic collisions	Rate of people killed or seriously injured per million journey stages	0.33	0.29	Achieved
People killed or seriously injured in road traffic collisions in or by a London bus	Rate of people killed or seriously injured per million journey stages	0.020	0.018	Achieved
Customers – all injuries	Rate of all injuries per million journeys	2.58	2.48	Achieved
Workforce – all injuries	Absolute number of workforce injuries	1,348	1,550	Not achieved
Carbon dioxide emissions from our operations and buildings	Ktonnes CO2e	845	814	Achieved

## Safety

- 3.3 Road safety data shows that this year we achieved a 38 per cent reduction in deaths and serious injuries compared to our 2005-09 baseline, and a 54 per cent reduction in fatal or serious injuries on or by a bus.
- 3.4 While this is positive progress, it has fallen short of the strategic targets we have adopted as part of our progress towards Vision Zero and shows that we must continue to focus our efforts in this area.
- 3.5 Performance in our Capital delivery area in 2022/23 was positive. The total number of injuries fell to 79, 25 per cent fewer than last year's total and included a reduction in more serious injuries.
- 3.6 To improve workforce safety, we have continued with our strategy to tackle work-related violence and aggression (WVA).
- 3.7 During 2022/23, there were more than 10,000 reported incidents of violent or aggressive behaviour by members of the public towards our staff. This included more than 1,400 physical assaults.
- 3.8 We have strengthened our prevention, support and investigation teams, and updated training for frontline managers on responding to WVA incidents and supporting colleagues.
- 3.9 We have supplied more body-worn cameras to our customer-facing staff, as well as 500 emergency communication devices.

3.10 We continue to work with police on targeted operations to tackle illegal and anti-social behaviour on the transport network and enforce our byelaws.

## **Health**

3.11 This year, short-term absence and sickness among our people was dominated by COVID-19, reminding us that while the pandemic may be over, COVID-19 continues to circulate in the population.

3.12 Mental health and musculoskeletal conditions remain the largest cause of long-term absence, in line with the national average.

3.13 In 2022/23 our Occupational Health and Wellbeing teams progressed a number of initiatives, such as Well@TfL and the Roczen health programme.

## **Environment**

3.14 As part of our ongoing commitment to improve London's air, the Mayor announced the expansion of the Ultra Low Emission Zone London-wide on 29 August 2023.

3.15 In the effort to ensure Londoners can breathe fresher and cleaner air, another target is to aim for the transformation of our vehicle fleets to zero emission, as well as supporting broader efforts to clean London's air.

3.16 Our environment work has focused on delivering the commitments set out in our Corporate environment plan, challenging the culture and understanding of our people, particularly by promoting carbon literacy training.

3.17 We also published our Climate change adaptation plan in recognition of the effects of climate change that have already begun to affect our services.

## **List of appendices to this report**

Safety, Health and Environment Annual Report 2022/23

## **List of Background papers**

None

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