

Date: 13 September 2023

Item: Safety, Health and Environment Report – Quarter 1
2023/24

This paper will be considered in public

1 Purpose

- 1.1 This paper summarises key information reported in the first Quarterly Safety, Health and Environment (SHE) report for the 2023/24 financial year.
- 1.2 Quarter 1 (Q1) covers the dates 1 April 2023 to 24 June 2023. 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 Q1 report

Scorecard

Measure	Unit	Q1 Target	Q1 Actual
People killed or seriously injured in road traffic collisions	Killed or seriously injured people	865	942
People killed or seriously injured in road traffic collisions in or by a London Bus	Killed or seriously injured people	56	73
Customers killed or seriously injured	Killed or seriously injured customers	48	46
Workforce all injuries	Killed or seriously injured colleagues	4	4

- 3.1 In our Casualties in Greater London 2022 report¹ we detailed that from 2023 onwards progress against the 2030 interim targets will be measured using a new 2010-14 baseline which is more stretching than the former 2005-09 baseline.
- 3.2 The report shows that our safety scorecard measures of number of people killed or seriously injured on the roads and number of people killed or seriously injured on or by a London bus have been met for Q1 2023/24.
- 3.3 Four customers were seriously injured this quarter, which was in line with the scorecard target. Sadly, 46 customers either lost their lives or were seriously injured. This represents a slight improvement against the scorecard target of 48. Our thoughts remain with the families of the victims.

4 Safety

Road safety performance

- 4.1 In Q1, there were 942 deaths or seriously injured in road traffic collisions. While this was a reduction in deaths or seriously injured (942) compared to Q1 last year 2022/23 (983), we missed our scorecard target for deaths or seriously injured on London's roads.

Safe Streets

- 4.2 The 44th Safer Junction programme scheme at the York Road roundabout in Wandsworth was completed in early May 2023, delivering safety improvements for motorcycle users. Construction on the Holloway Road / Drayton Park junction started in late April 2023 and will deliver safety improvements for pedestrians, with new and improved crossings due for completion in spring 2024.

Safe Vehicles

- 4.3 The Direct Vision Standard was introduced and implemented to help save lives and prevent life-changing injuries. Since then, we have issued more than 259,683 permits. Over 155,379 of these were issued for zero-star rated heavy goods vehicles that have now had safe systems fitted, addressing blind spots and warning other road users of the danger. Through DVS we have delivered a 75% reduction in fatal collisions where vision was a contributory factor. We have now published the next set of requirements under the progressive tightening of the safe system standard, to take effect from October 2024.

Bus Safety Strategy

- 4.4 We have developed a new Bus Safety Strategy. This strategy focuses on the continued rollout of the Bus Safety Standard, with new safety technologies and features being installed both on new buses and existing vehicles through our retrofit programmes. We currently have 3,577 vehicles fitted with ISA.

Public Transport

¹ <https://content.tfl.gov.uk/casualties-in-greater-london-2022.pdf>

- 4.5 During Q1 we had no reportable fatalities on our network. However, the metric does not include deliberate acts. Sadly, 59 customers were seriously injured across the TfL public transport network in Q1. Of these, 39 serious injuries were due to slips, trips and falls.

Safety, Health and Environment Management System (SHEMS)

- 4.6 On 1 June 2023 we reached a milestone when we launched SHEMS. During the launch period, the new site had near 45,000 hits and more than 2,500 new users, the feedback from colleagues has been very positive.

Capital

- 4.7 There were 10 injuries reported during Q 1, eight less than reported in Quarter 4 2022/23. As such, the long-term trend of workforce injuries in Capital continues to decline as we work towards our zero harm ambitions.

5 Security

Work-related Violence and Aggression (WVA)

- 5.1 During Q1, there were 2,467 incidents of WVA reported across all modes. This is an increase of 64 reported incidents compared to the same period last year. Fare evasion and ticket disputes continue to be the most common trigger for WVA accounting for 47 per cent of all incidents, this is a similar level to Quarter 4 2022/23.

6 Health

Sickness and absence

- 6.1 In Q1 2023/24, COVID-19 remained the top cause of short-term absence, at 31 per cent. This is significantly lower than the 42 per cent reported in Quarter 4 2022/23.
- 6.2 The TfL Wellbeing Technicians have been conducting health checks. Recently, at Acton Depot around 120 colleagues benefited from the initiative, including those working night shifts (27.4 per cent of participants were shift workers, with an additional 16.4 per cent working only at night).

7 Environment

Meeting our Carbon Literacy targets

- 7.1 We closed out Q1 having mobilised nearly 10 coordinators and 60 volunteer trainers to work together to train 3,000 colleagues by the end of 2023/24 in Carbon Literacy.

London-wide Ultra Low Emission Zone (ULEZ)

7.2 The ULEZ expanded London-wide on 29 August 2023, ensuring five million more Londoners can breathe clearer air. The Mayor launched a £160m scrappage scheme on 30 January 2023 to support low income and disabled Londoners, small businesses and charities in the run up to ULEZ expansion.

List of appendices to this report:

Appendix 1: Safety, Health and Environmental Performance – Quarter 1 2023/24

List of Background Papers:

None

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