

**Date:** 15 November 2023

**Item:** Safety, Health and Environment Report – Quarter 2  
2023/24

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## This paper will be considered in public

### 1 Purpose

- 1.1 This paper summarises key information reported in the second Quarterly Safety, Health and Environment (SHE) report for the 2023/24 financial year.
- 1.2 Quarter 2 (Q2) covers the period 25 June to 16 September 2023. Most data presented falls within this period, except for some road safety and work-related violence data. It is 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 Q2 report

#### Scorecard

| Measure   | Unit                                   | Q2 Target | Q2 Actual |
|---|--|-----------|-----------|
| People killed or seriously injured in road traffic collisions                       | Killed or seriously injured people     | 880       | 969       |
| People killed or seriously injured in road traffic collisions in or by a London Bus | Killed or seriously injured people     | 59        | 60        |
| Customers killed or seriously injured   | Killed or seriously injured customers  | 48        | 51        |
| Workforce all injuries  | Killed or seriously injured colleagues | 5         | 4         |

- 3.1 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 in or by a London bus have not been met for Q2 2023/24.

### 4 Safety

#### Road safety performance

- 4.1 In Q2, there were 969 people killed or seriously injured in road traffic collisions on London's roads. This sadly represents an increase in those killed or seriously

injured compared with Quarter 1 2023/24 (Q1) (942), does not meet our scorecard target of 880 for people killed or seriously injured on London's roads.

- 4.2 More encouragingly, we met our workforce injury target this quarter (five), however, four colleagues were, sadly, seriously injured. We also narrowly missed our target for customers killed or seriously injured, the target was 48 and the actual number was 51.

### **Safe Speeds**

- 4.3 In Q2, we completed works to deliver raised crossing points in the City of Westminster to complement the 20mph speed limit in the borough. There are ongoing works to lower the speed limit to 20mph on sections of our roads in the boroughs of Kensington and Chelsea, Greenwich and Lewisham.

### **Safe Streets**

- 4.4 Construction is underway at the Holloway Road/Drayton Park junction, the 45th junction on the safer junctions programme. This will deliver safety improvements for pedestrians with new and improved crossings. The first phase of these works at the junction of Hornsey Road and Hornsey Street was completed in early September. Works now continue at the Drayton Park/Palmer Place junction, with the scheme due to be completed in spring 2024.

### **Safe Vehicles**

- 4.5 In early September we celebrated the milestone of achieving 1,000 buses meeting our Bus Safety Standard. On 7 September we published our new Bus Safety Strategy that sets out how we will achieve Vision Zero for the bus network. It reviews progress against our Vision Zero targets for the bus network and estimates the gap between the activity that is currently underway and achieving our targets.

### **Safe Behaviours**

New lowering speeds campaign

- 4.6 In September, we launched a local communication Lowering Speeds campaign to inform road users of specific changes to speed limits in their areas, encouraging compliance while also highlighting the positive outcomes the programme has already achieved. This campaign follows our Lowering Speeds education campaign to educate road users, particularly drivers, on the rationale behind the introduction of 20mph speed limits, also highlighting the positive outcomes the programme has already achieved.

### **Public Transport**

- 4.7 During Q2 we tragically had two reportable fatalities on our public transport network which were linked to two separate trespass incidents. Sadly, 53 customers were seriously injured across our network in Q2. Of these, 28 were serious injuries due to slips, trips and falls.

## **Sandilands**

- 4.8 In Q2 we have continued to review the outcome of the sentencing hearing in relation to the Sandilands tram tragedy to identify further opportunities and actions to strengthen our safety management and embed lessons in our existing ways of working.

## **Platform-Train-Interface (PTI)**

- 4.9 We developed a Line Operations PTI plan for London Underground which was completed at the end of October 2023. This plan focusses on ensuring effective action planning and tracking is in place, and on raising station colleague and train operator awareness of the PTI risk and their role in managing it.

## **Capital**

- 4.10 There were 10 injuries reported during Q2, which was one more than reported in Q1. The long-term trend of workforce injuries in Capital continues to decline as we work towards our zero harm ambitions.

## **Significant incidents**

- 4.11 On 16 October a sub-contractor was working for one of our contractors, JCDecaux. As they were carrying out the work at a bus stop, a car collided with the stop in which they were injured then hospitalised. Sadly, they passed away on the morning of 24 October. Our thoughts remain with his family and friends.

## **5 Security**

### **Work-related Violence and Aggression (WVA)**

- 5.1 During Q2, there were 2,437 incidents of WVA reported across all modes. This is a decrease of 36 reported incidents compared to the same period last year, and a decrease of 30 reported incidents from Q1.

### **Insight into WVA triggers**

- 5.2 In Q2, 419 of the reported WVA incidents were classified as physical assaults. This compares to 338 physical assaults reported in the same quarter last year and represents a 24 per cent increase. Fare evasion and ticket disputes continue to be the most common trigger for WVA.

## **6 Health**

### **Sickness and absence**

- 6.1 In Quarter 2 2022/23, the main causes for long term absence are mental health and musculoskeletal conditions, accounting for 32 per cent and 20 per cent of absences respectively. Covid-19 is the main reason for short term absence at 37 per cent.

### **Reset Health**

- 6.2 Reset Health and their Roczen programme has been recommended by National Institute of Care Excellence as one of the four digital programmes in the NHS to

deliver specialist weight management services. The programme will be part of a national pilot to deliver Roczen programme alongside weight management medications to selected health systems in the coming months.

## **7 Environment**

### **London-wide Ultra Low Emission Zone (ULEZ)**

- 7.1 The ULEZ expanded London-wide on 29 August 2023, ensuring five million more Londoners can breathe clearer air. The Mayor has funded a £160m scrappage scheme to support London residents, low income and disabled Londoners, small businesses and charities

### **Our journey towards 100 per cent renewable energy by 2030**

- 7.2 Our first Power Purchase Agreement tender is a vital step towards ensuring that our operations can be Net Zero by 2030. The tender encourages the market to increase the volume of renewable energy supplying the national grid. The Invitation to tender stage of the procurement process has now closed. The evaluation and negotiation stages are expected to conclude by the end of November. Contract award remains on track for early 2024.

### **Our new Environmental Evaluation tool**

- 7.3 We have recently completed an extensive upgrade programme to our Environmental Evaluation tool. The tool is used to identify and manage environmental risks and opportunities throughout our project lifecycle. Delivering our transport infrastructure in a sustainable way is key to achieving the ambitions within our Corporate Environment Plan and the Mayor's Transport and Environment Strategies.

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

Appendix 1: Q2 Safety, Health and Environment Report

### **List of Background papers**

None

Contact Officer: Lilli Matson, Chief Safety, Health and Environment Officer  
Email: [LilliMatson@tfl.gov.uk](mailto:LilliMatson@tfl.gov.uk)