Safety, Health and Environment Quarterly report
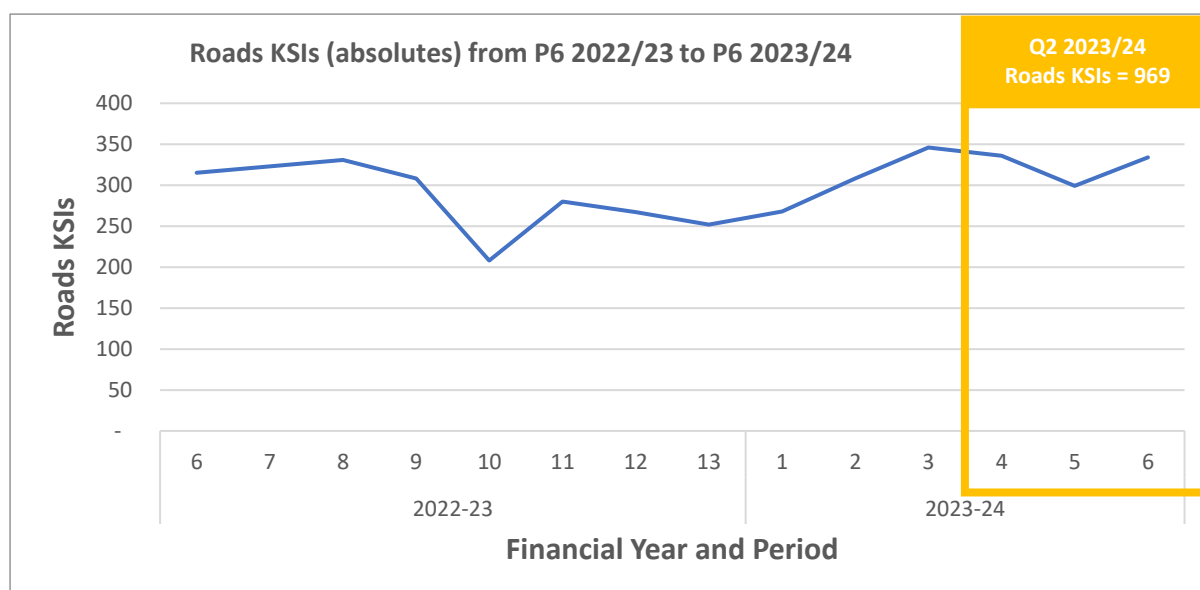# Quarter 2 2022/23
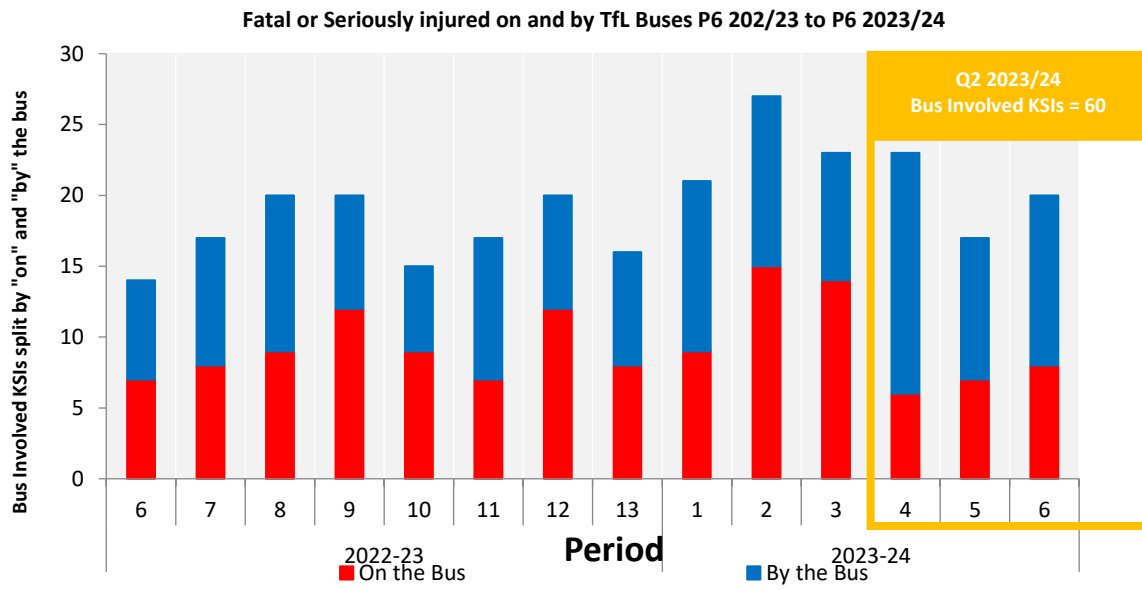# Data Annex

Safety

Roads

For casualty numbers for people killed or seriously injured on London's roads (including by mode) please see the published TfL road danger reduction [dashboard](). The dashboard can be filtered for different time ranges to get historic numbers as well as more recent data. Please see the [FAQ guidance]() for help with using and understanding the dashboard.

Figure 1: Scorecard measure: Deaths and Serious Injuries (KSIs) in road traffic collisions *(source STATS19)*
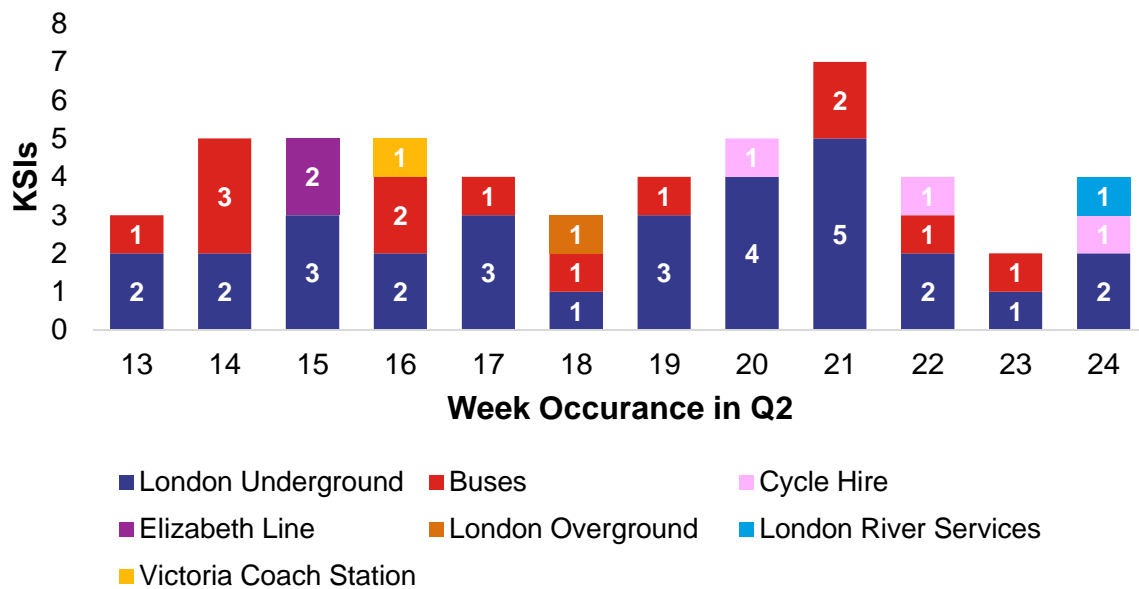
Figure 2: Scorecard measure: Numbers of fatal or serious injuries experienced by people on buses or in collision with buses *(source STATS19)*

Fatal or Seriously injured on and by TfL Buses P6 202/23 to P6 2023/24

Chart legend: ■ On the Bus (red) ■ By the Bus (blue)

Y-axis: Bus Involved KSIs split by "on" and "by" the bus

X-axis: Period

Periods 6–13, 1 (2022-23), 2023-24 periods 1–6

Q2 2023/24 Bus Involved KSIs = 60

Public Transport

The annual rail safety statistics report has been published by the ORR. The report includes London Underground statistics for fatalities and injuries for customers, workforce, trespassers and suicides.
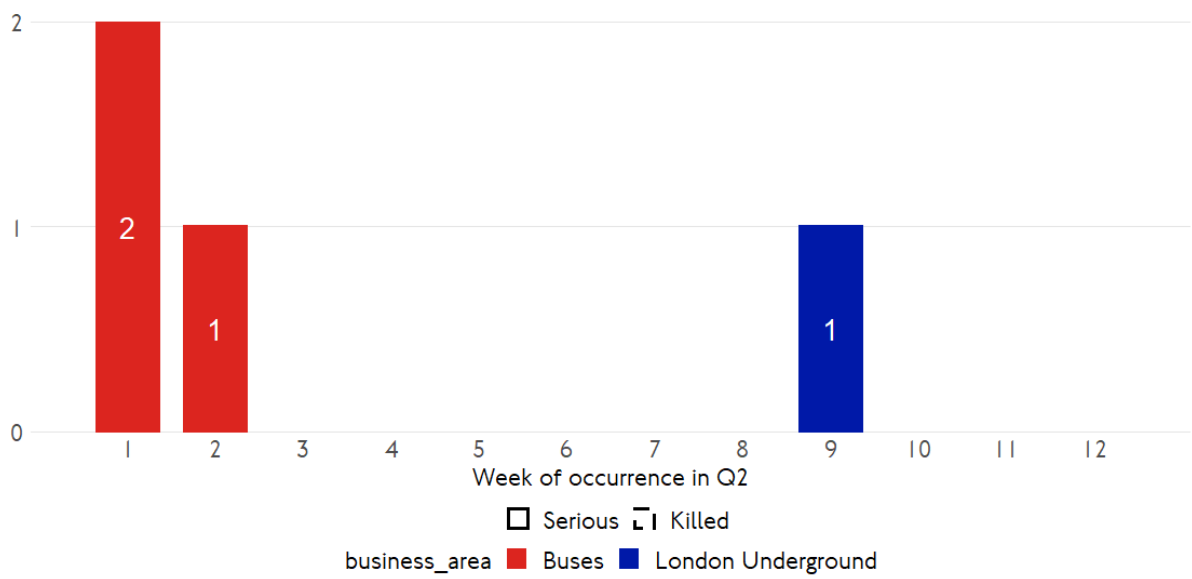
Figure 3a: Customers killed or seriously injured per week in Quarter 2 (by mode) *(source: IE2 and IRIS, date pulled from system: 23/10/2023)*
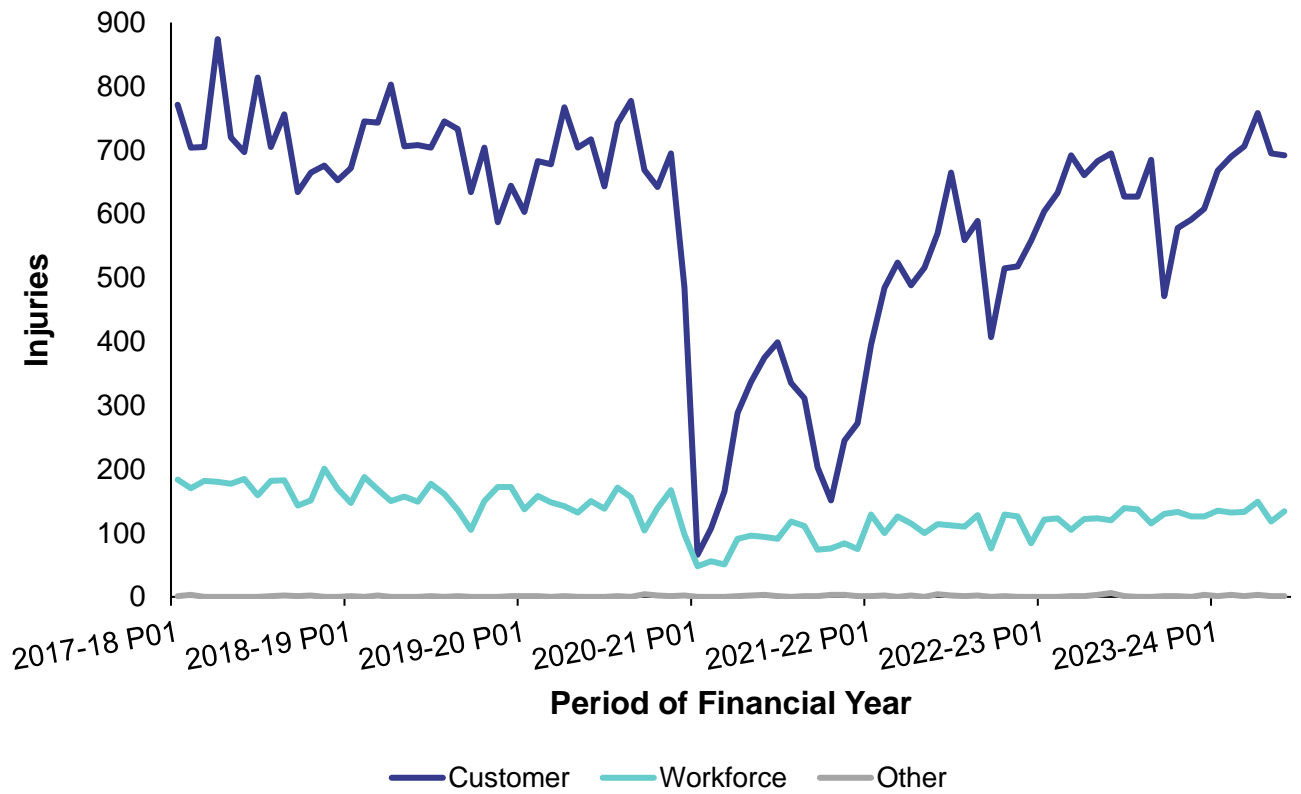

Figure 3b: Customers fatalities per week in Quarter 2 (by mode) *(source: IE2 and IRIS, date pulled from system: 23/10/2023)*

Mode	Week Number											
	13	14	15	16	17	18	19	20	21	22	23	24
London Underground								1	1			

Workforce:

Week of occurrence in Q2

☐ Serious   ⊏⊐ Killed

business_area ■ Buses   ■ London Underground

Figure 4: Customer and workforce injury numbers per period since 2017-18 (total)

Capital

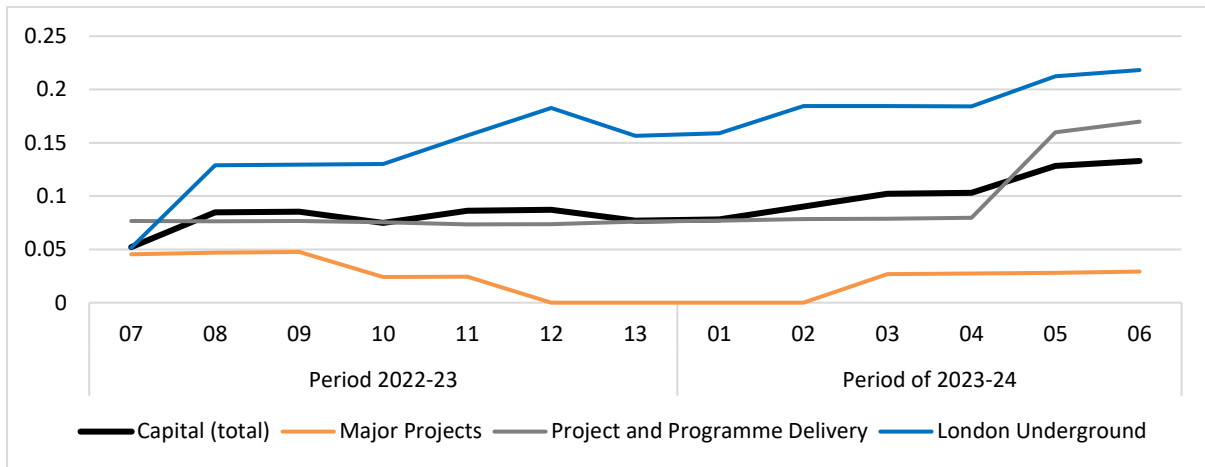## Figure 5: RIDDOR accident frequency rate (per 100,000 hours worked)

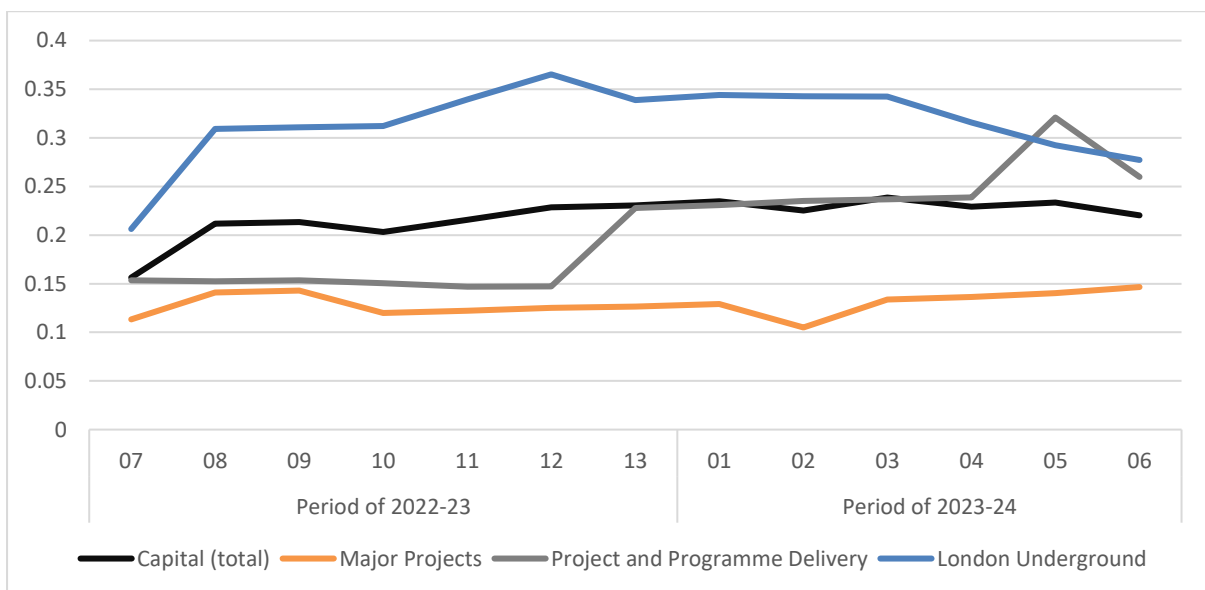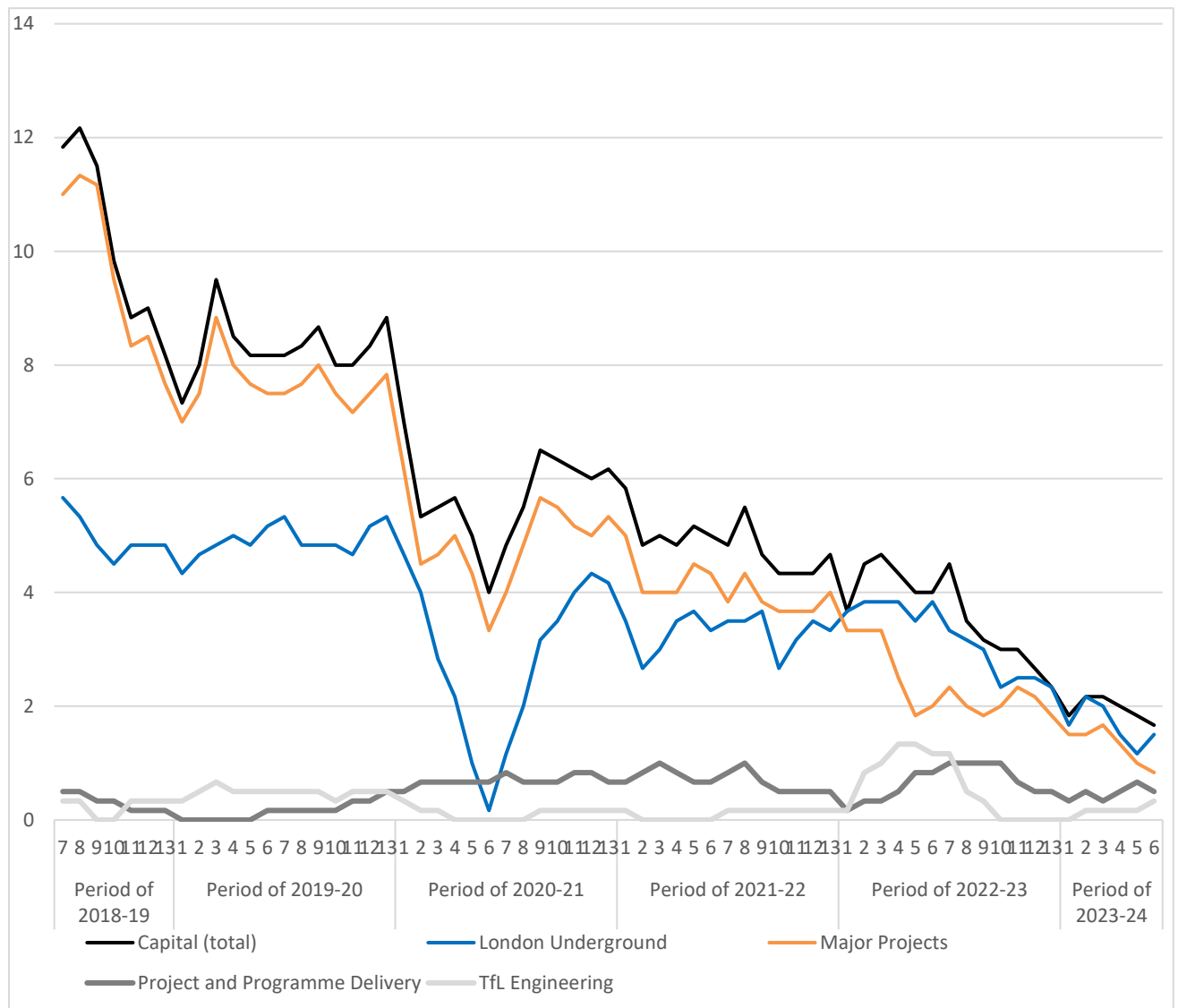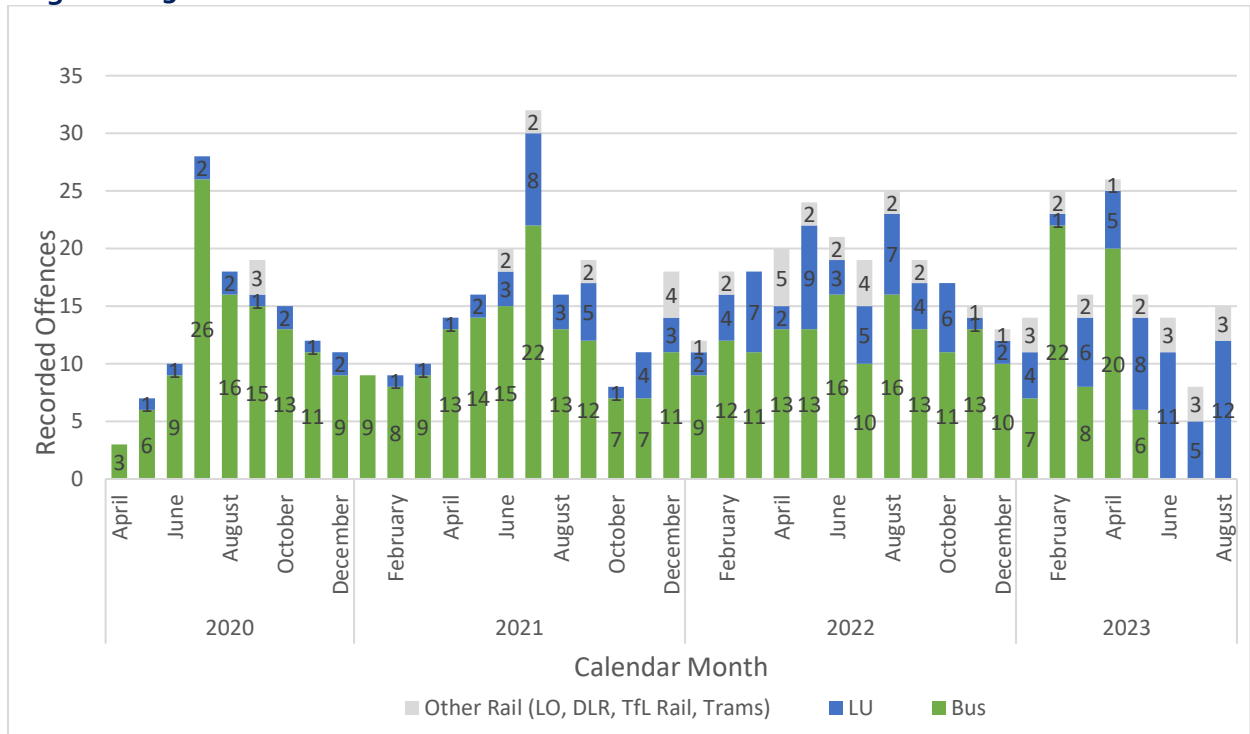## Figure 6: Lost time injury frequency rate (per 100,000 hours worked)

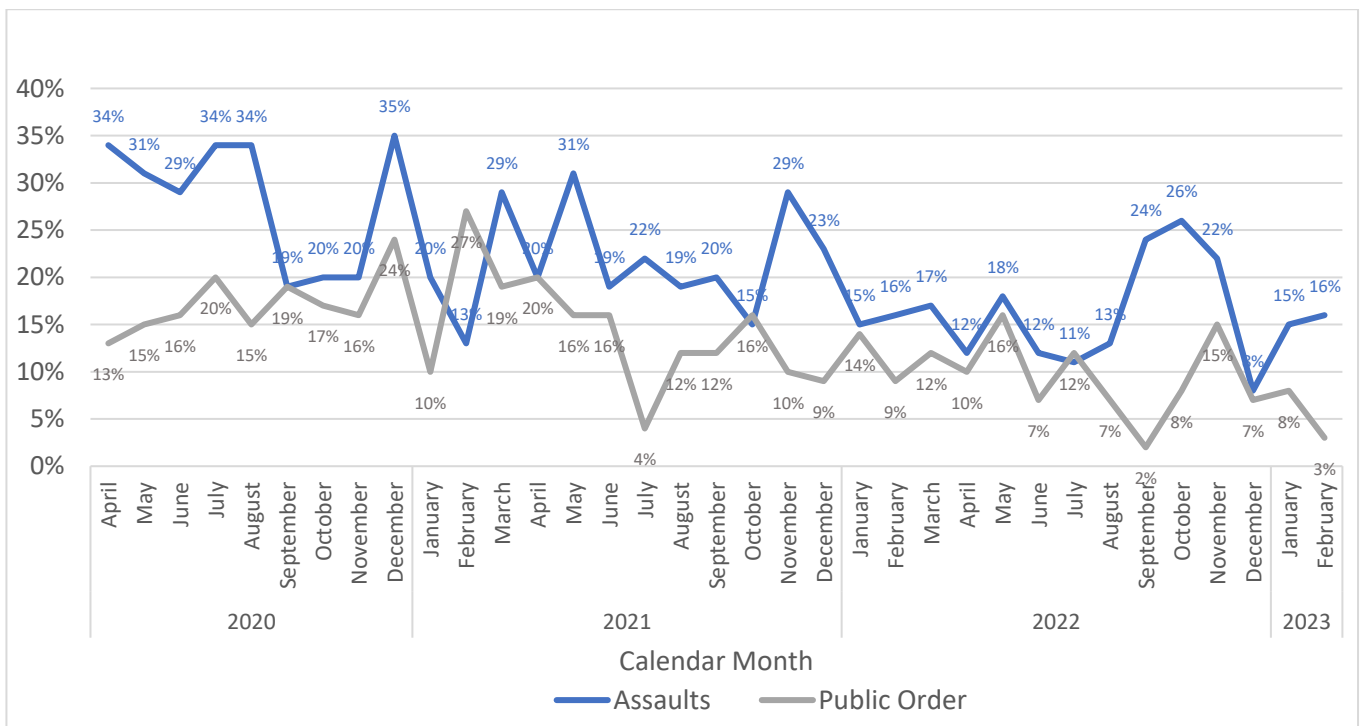**Figure 7: Total Capital workforce injuries (six-period average since 2018/19)**

Security

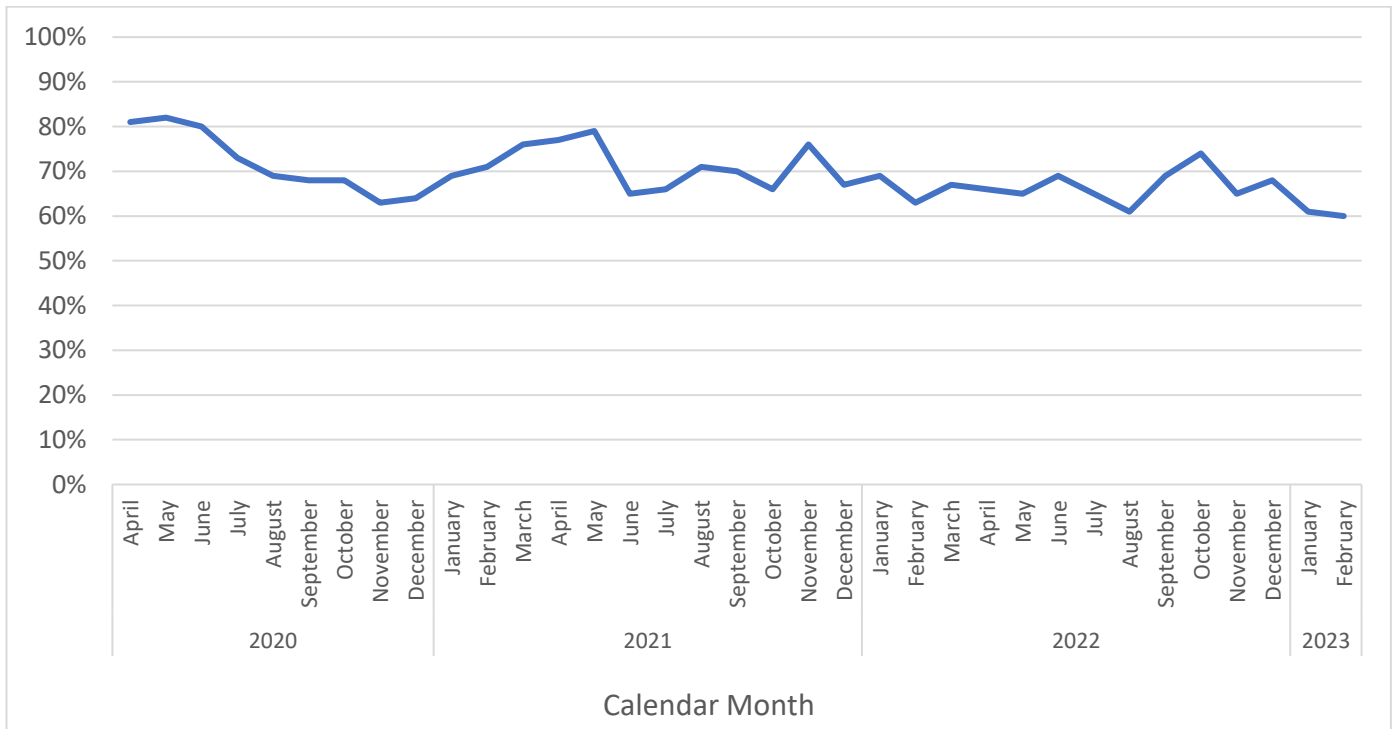## Figure 8: Police recorded work-related violence with injury offence from April 2020 to August 2023

Figure 9: Solved rate for WVA offences investigated by the police from April 2020 to February 2023

(Please note: This is done 6 months in arrears to allow for criminal investigations to progress).

Figure 10: Percentage of Staff Willing to Support Police Investigations from April 2020 to February 2023 (all violence and public order offences)
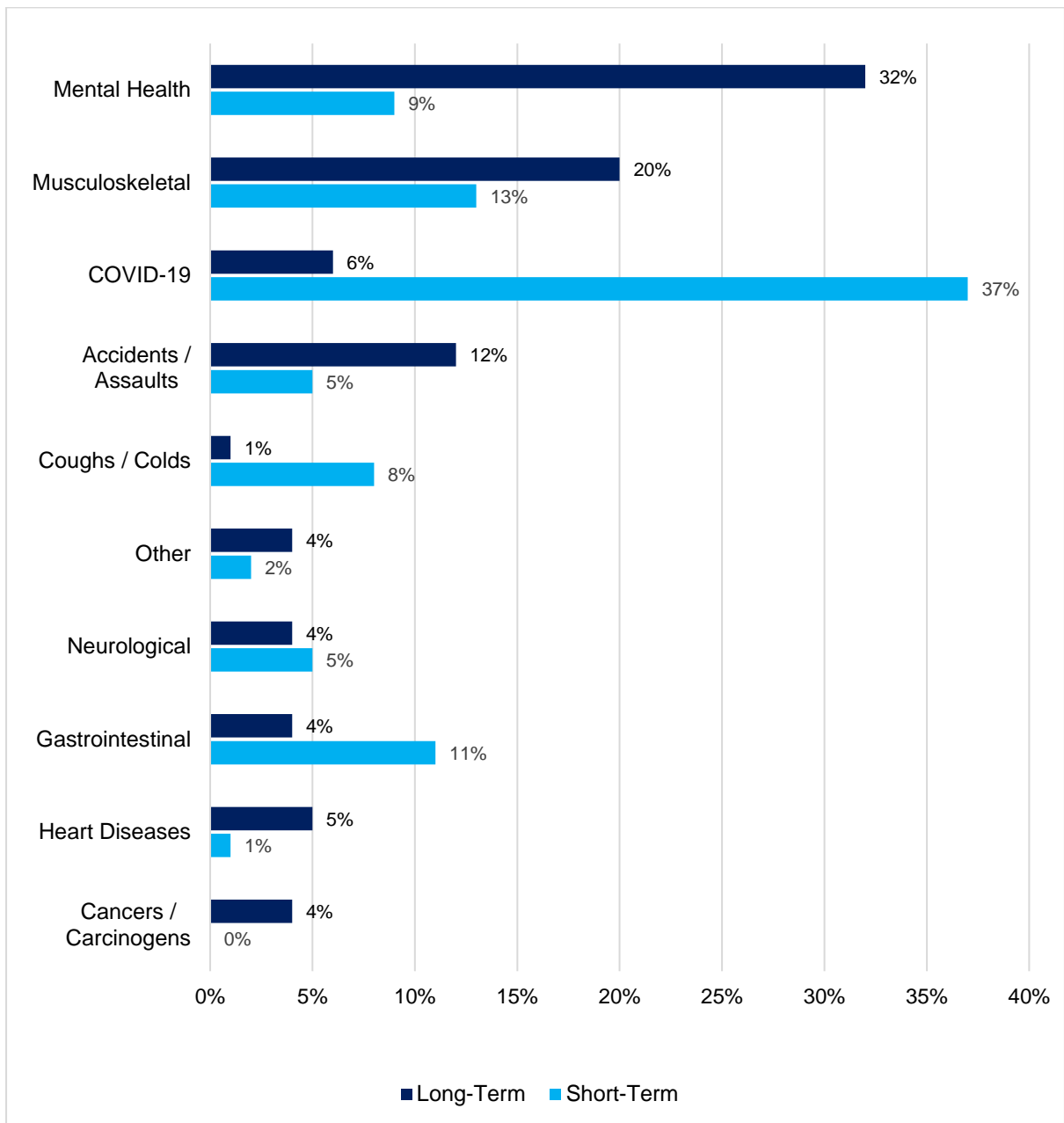(Please note: This is done 6 months in arrears to allow for criminal investigations to progress).

Health

Figure 11: Top causes of long- and short-term absence in Quarter 2 2023/24

Category	Long-Term	Short-Term
Mental Health	32%	9%
Musculoskeletal	20%	13%
COVID-19	6%	37%
Accidents / Assaults	12%	5%
Coughs / Colds	1%	8%
Other	4%	2%
Neurological	4%	5%
Gastrointestinal	4%	11%
Heart Diseases	5%	1%
Cancers / Carcinogens	4%	0%

Long-Term   Short-Term

Environment

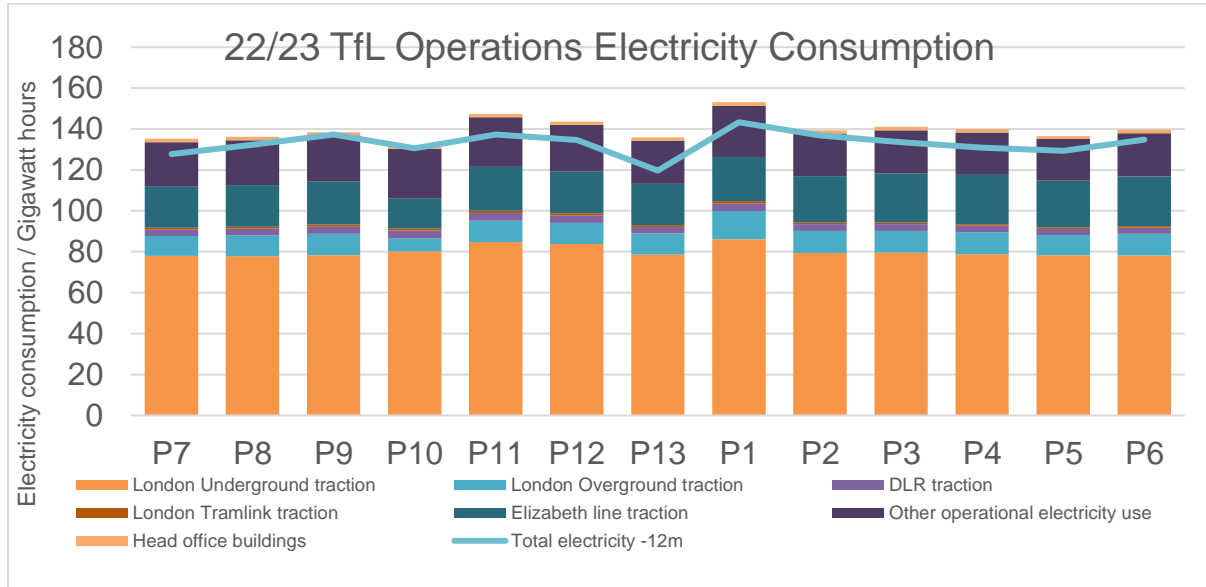**Figure 12: Electricity consumption – provisional – Quarter 2 2022/23 (Gigawatt hours)**

Figure 13: CO2 Emissions – provisional – Quarter 2 2023/24 (Gigawatt hours)