Safety, Health and Environment Quarterly Report
Quarter 3 2023/24
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: People Killed and Serious Injuries (KSIs) in road traffic collisions *(source STATS19)*
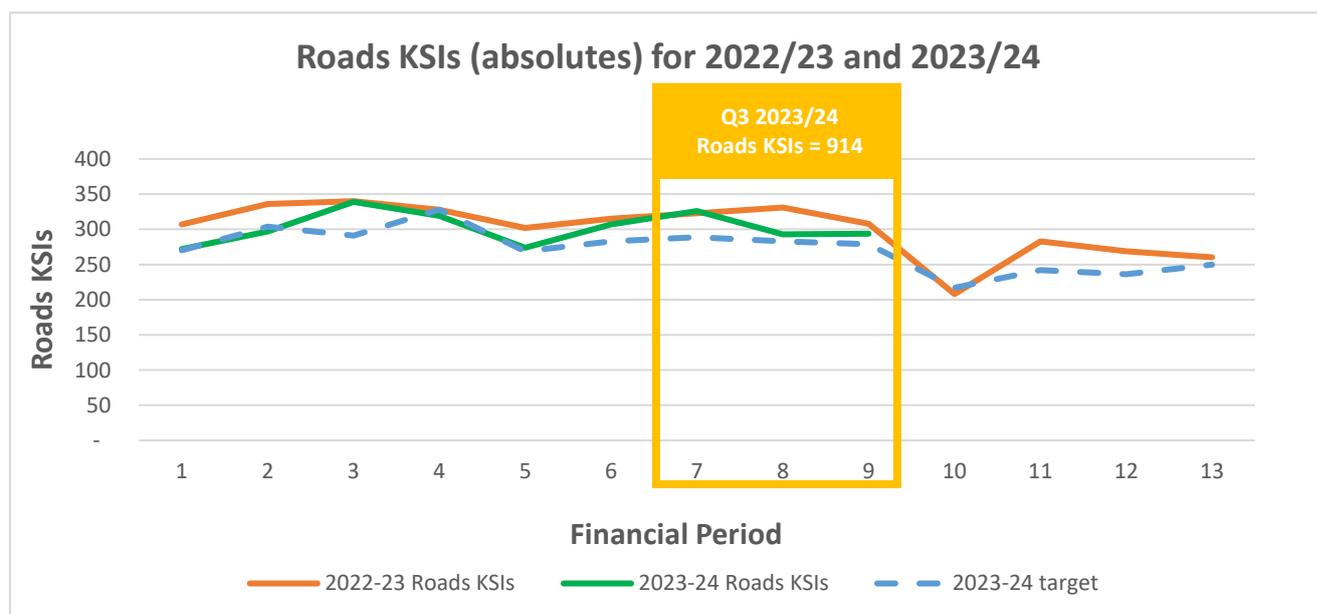
Figure 2: Scorecard measure: Numbers of fatal or serious injuries experienced by people on buses or in collision with buses *(source STATS19)*
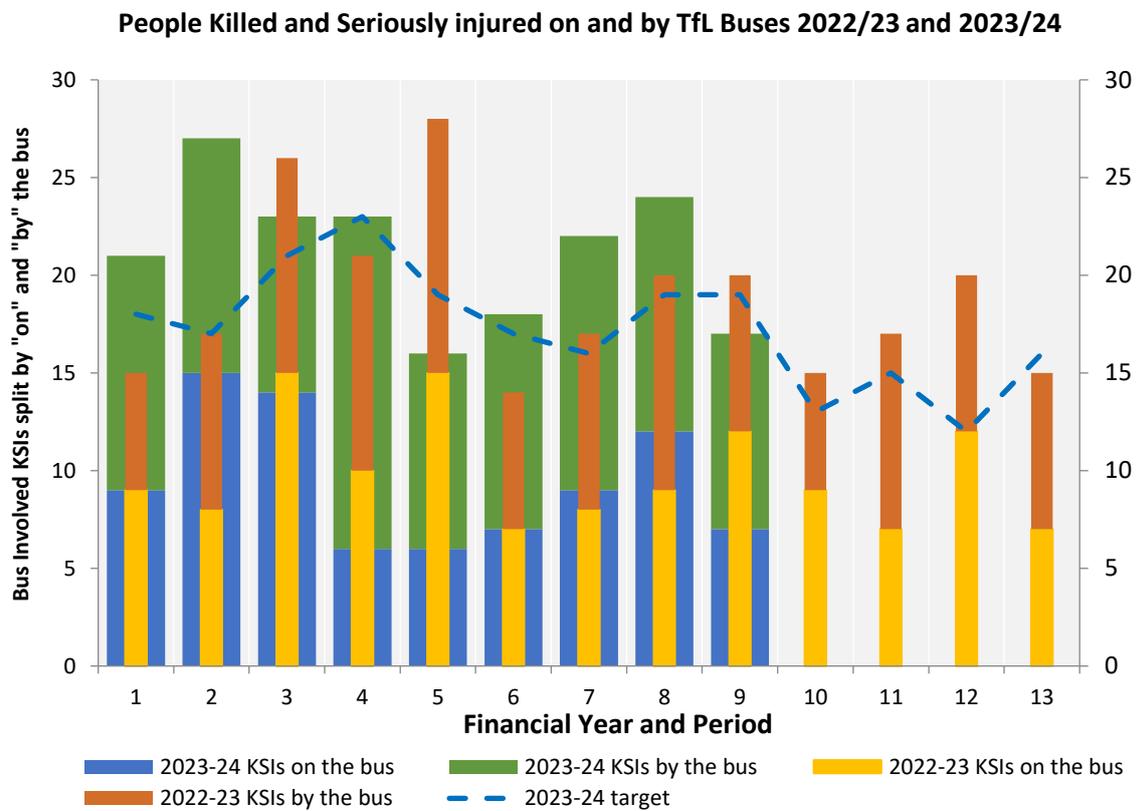
People Killed and Seriously injured on and by TfL Buses 2022/23 and 2023/24

Legend:
- 2023-24 KSIs on the bus (blue)
- 2023-24 KSIs by the bus (green)
- 2022-23 KSIs on the bus (yellow)
- 2022-23 KSIs by the bus (orange)
- 2023-24 target (dashed line)

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

X-axis: Financial Year and Period

Figure 3: Long term KSI trends: progress towards MTS 2030 target *(source STATS19)*

Progress towards the MTS Roads KSI 2030 target

Line chart showing decrease from the 2010-14 baseline for years 2010-2014 through 2022, with a 2030 target marker.

| Year	Decrease from baseline
2010-2014	0%
2015	~-19%
2016	~-22%
2017	~-20%
2018	~-17%
2019	~-20%
2020	~-37%
2021	~-27%
2022	~-18%
2030	-70% (target)

Legend:
- Decrease from the 2010-14 baseline
- 2030 target (70% decrease from 2010-14 baseline)

Public Transport

The annual rail safety statistics report has been published by the Office of Rail and Road. The report includes London Underground statistics for fatalities and injuries for customers, workforce, trespassers and suicides.

Figure 4: Customers killed or seriously injured (KSIs) per week in Quarter 3 by mode
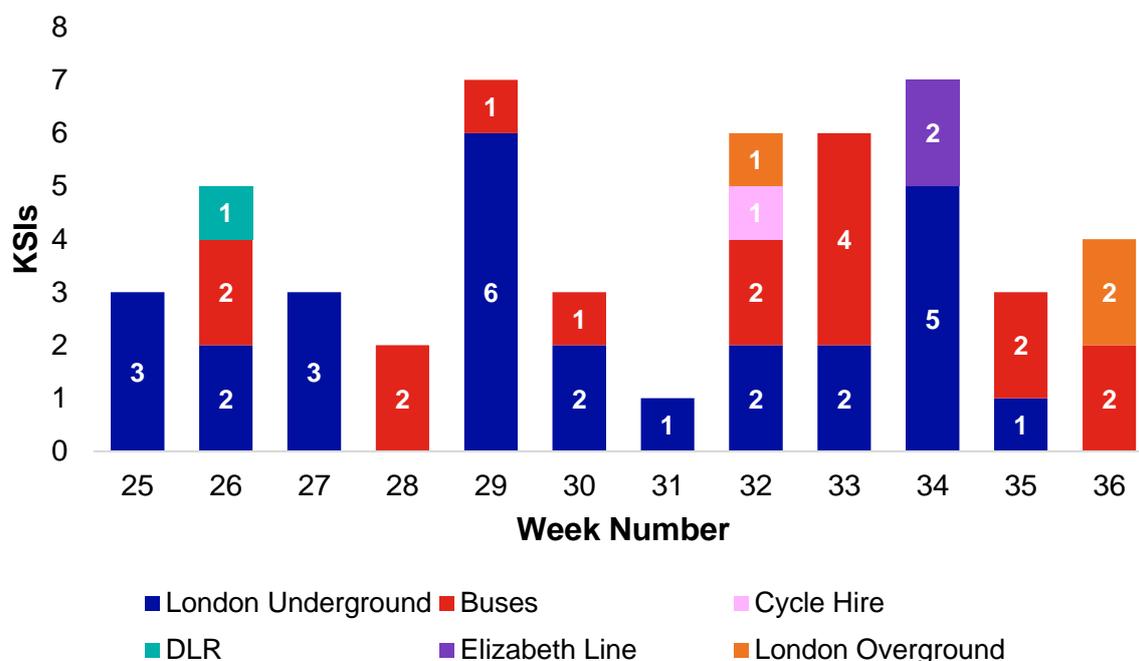
Source: IE2 and IRIS data systems, as of 19/12/2023

Figure 5: Customers killed or seriously injured per week in Quarter 3 by mode, with fatalities highlighted

Note: this table includes KSI numbers for customer injuries only. Instances where other road users have been fatally or seriously injured in a collision with a bus are included in the road section (figure 1,2,3).

Mode	Measure	Week Number											
		25	26	27	28	29	30	31	32	33	34	35	36
Buses	KSIs		2		2	1	1		2	4		2	2
	of which fatalities								1				
Cycle Hire	KSIs								1				
	of which fatalities												
DLR	KSIs		1										
	of which fatalities												
Elizabeth line	KSIs										2		
	of which fatalities												
London Overground	KSIs								1				2
	of which fatalities												
	KSIs	3	2	3		6	2	1	2	2	5	1	

London Underground	of which fatalities								1			

Source: IE2 and IRIS data systems, as of 19/12/2023

No customer KSIs were recorded by Dial-a-Ride, DLR, London River Services, London Trams or Victoria Coach Station in Quarter 3 of 2023/24.

Figure 6: Colleague killed or seriously injured per week in Quarter 3 by mode

Source: IE2 and IRIS data systems, as of 19/12/2023

Figure 7: Colleague killed or seriously injured per week in Quarter 3 by mode, with fatalities highlighted

Mode	Measure	Week Number											
		25	26	27	28	29	30	31	32	33	34	35	36
Buses	KSIs		1							1			
	of which fatalities												
Compliance, Policing, Operations and Security*	KSIs												1
	of which fatalities												
Customer & Strategy**	KSIs					1							
	of which fatalities					1							
Elizabeth Line	KSIs												1
	of which fatalities												
London Underground	KSIs											1	
	of which fatalities												
	KSIs			1									

Network Management***															
	of which fatalities														

Source: IE2 and IRIS data systems, as of 19/12/2023

No workforce KSIs were recorded by Cycle Hire, Dial-a-Ride, DLR, London Overground, London River Services, London Trams or Victoria Coach Station in Quarter 3 of 2023/24.

*Compliance, Policing, Operations and Security is responsible for community safety, enforcement and policing across London's transport system.

** Customer & Strategy is responsible for central TfL activities. This includes head office operations and the functions within that.

*** Network Management is responsible for the oversight and coordination of the smooth running of the road network. This includes running the Network Management Control Centre and overseeing the maintenance of the road network and associated assets.

Figure 8: Periodic customer and colleague injury numbers from 2018/19 to present

Source: IE2 and IRIS data systems, as of 19/12/2023
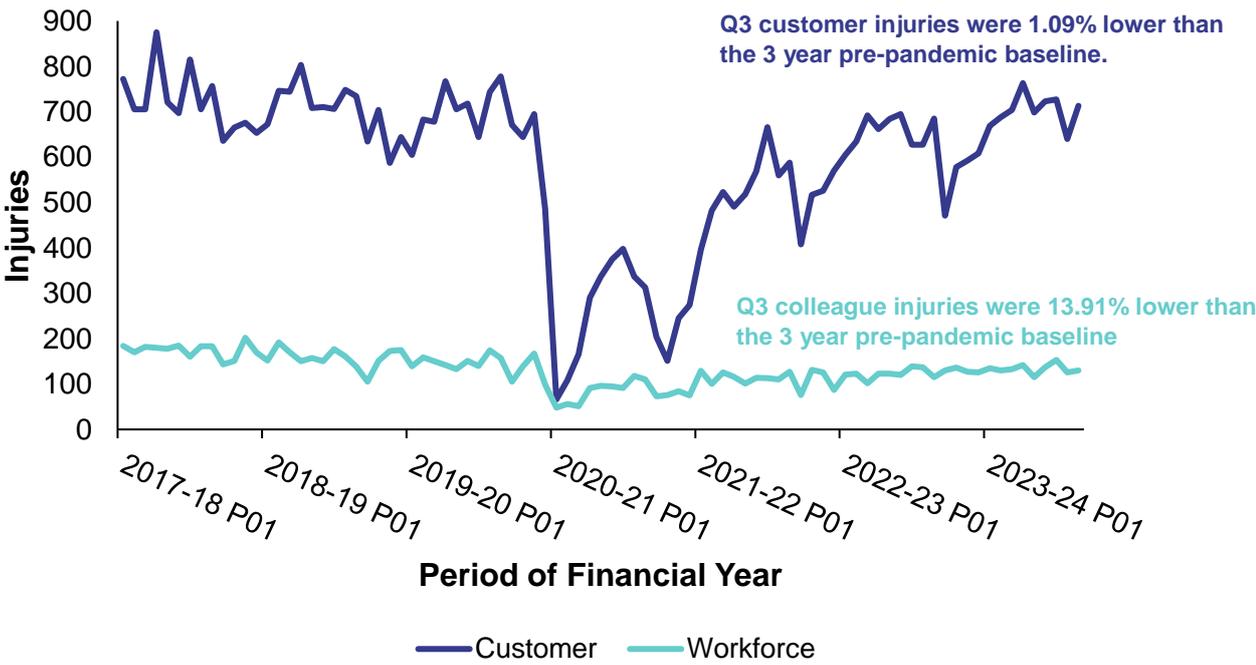
Capital

Figure 9: RIDDOR accident frequency rate (per 100,000 hours worked)

Period of 2022-23   Period of 2023-24

Capital (total excl. LU)
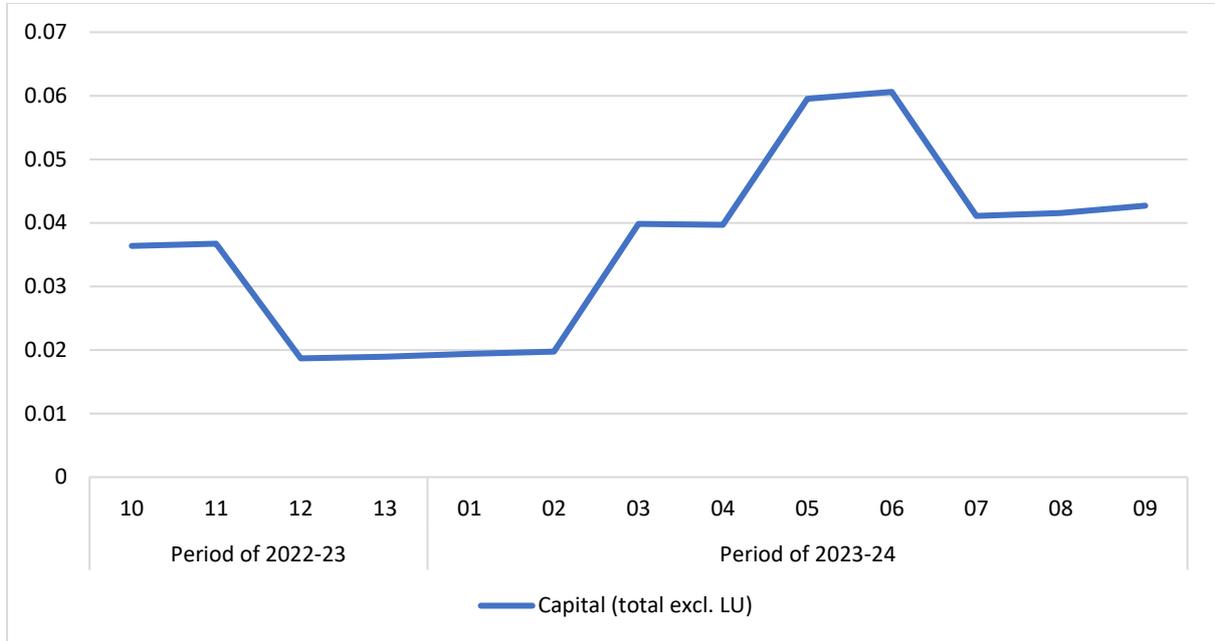
Figure 10: Lost time injury frequency rate (per 100,000 hours worked)

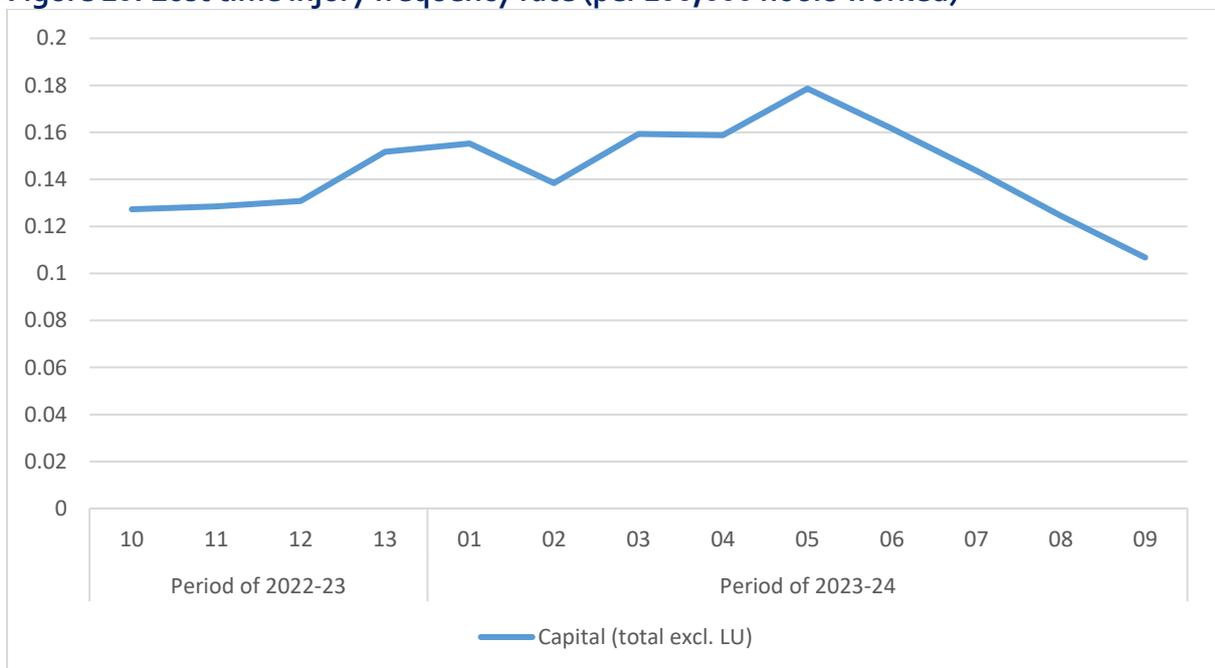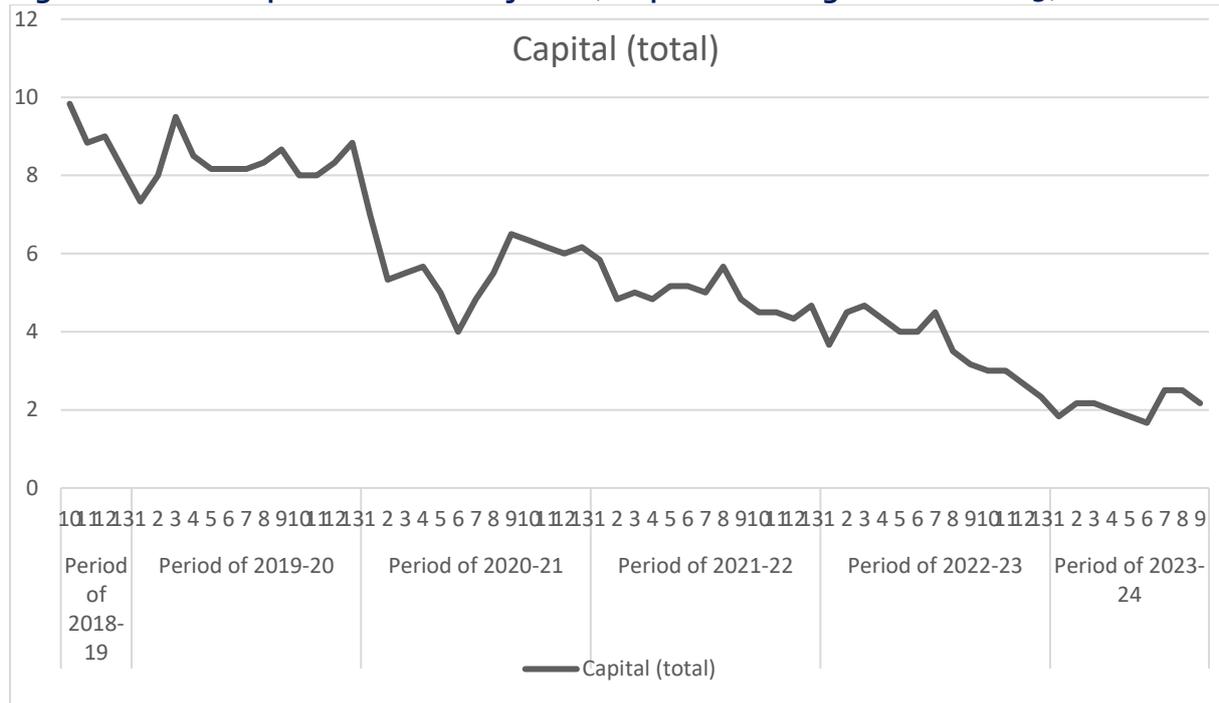Period of 2022-23   Period of 2023-24

Capital (total excl. LU)

Figure 11: Total Capital workforce injuries (six-period average since 2018/19)

Capital (total)

Security

Figure 12: Police recorded work-related violence with injury offence from November 2021 to November 2023
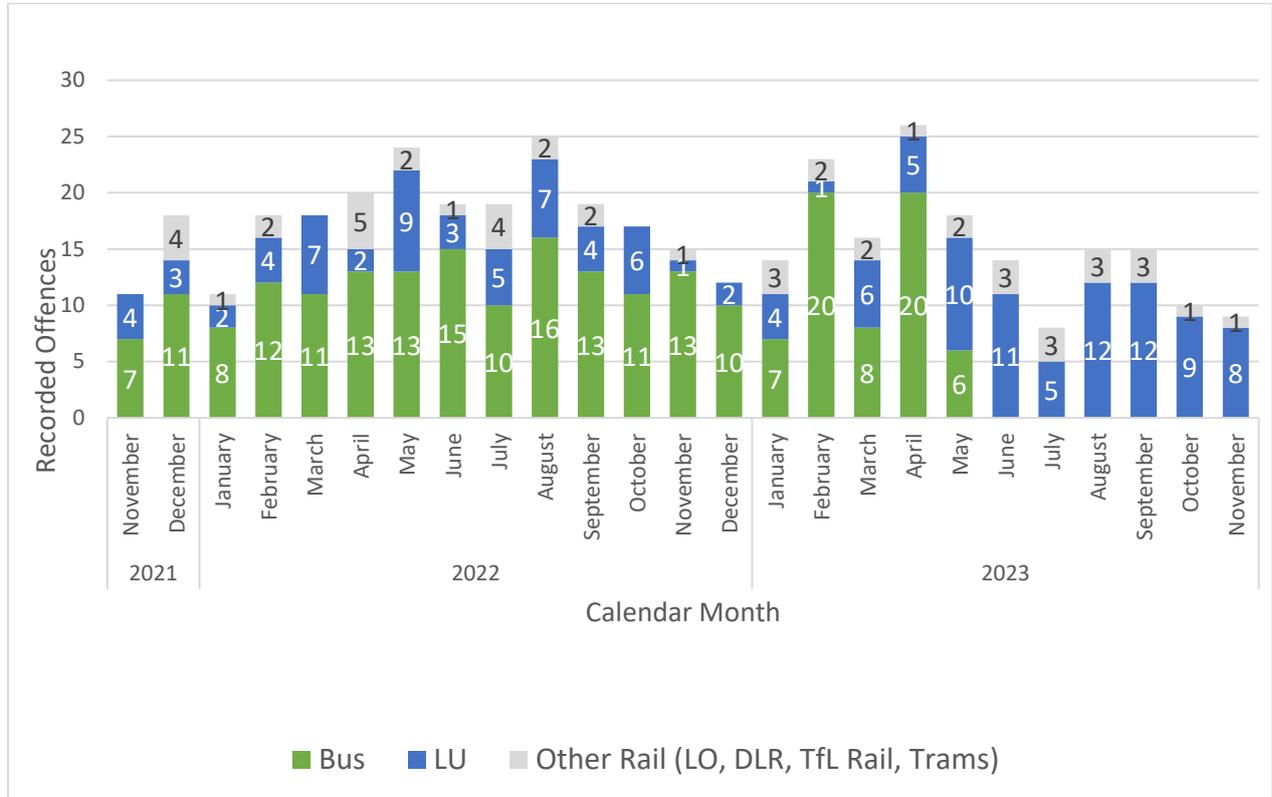
Figure 13: Solved rate for work-related violence and aggression (WVA) offences investigated by the police from May 2020 to May 2023

(Please note: This information is provided every six months, in arrears to allow for criminal investigations to progress and the graph will be available in the next report).

It is also worth noting that we have not been provided with police data regarding WVA on the bus network since May 2023. We are actively working with the Metropolitan Police Service to resolve this and aim to include this data in the next report.

Figure 14: Percentage of Staff Willing to Support Police Investigations from April 2020 to May 2023 (all violence and public order offences)

(Please note: This information is provided every six months, in arrears to allow for criminal investigations to progress and the graph will be available in the next report).

It is also worth noting that we have not been provided with police data regarding WVA on the bus network since May 2023. We are actively working with the Metropolitan Police Service to resolve this and aim to include this data in the next report.

Health

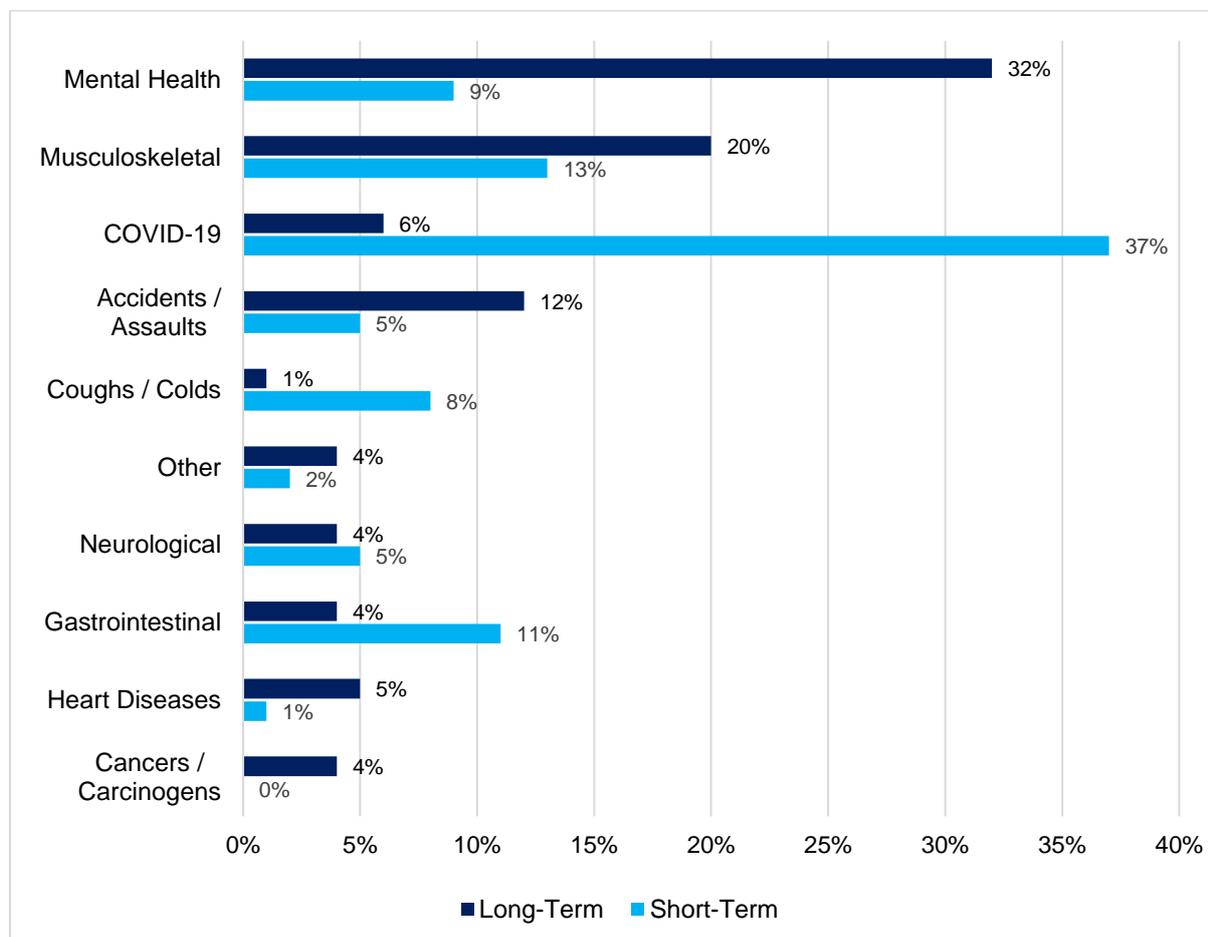## Figure 15: Top causes of long- and short-term absence in Quarter 3 2023/24

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

■ Long-Term ■ Short-Term

Figure 16: Sickness absence as a result of musculoskeletal disorders (MSD) 2023/24

Level 2	Spells	Sick Days	No of Employees	Avg Spell Duration	Avg Duration Per Employee
⊞ Arthritis (Osteo-arthritis or OA)	2	170	2	85.00	85.00
⊞ Knee Conditions	20	846	20	42.30	42.30
⊞ Shoulder, Elbow, Arm, Hand Conditions	12	375	12	31.25	31.25
⊞ Other Musculoskeletal Conditions	24	643	24	26.79	26.79
⊞ Back Conditions	51	1,276	49	25.02	26.04
⊞ Neck conditions	4	58	4	14.50	14.50
Total	**113**	**3,368**	**108**	**29.81**	**31.19**

Environment

Figure 17: Total tonnes of CO2e by Business Unit – provisional – Quarter 3 2023/24 (tonnes CO2e)
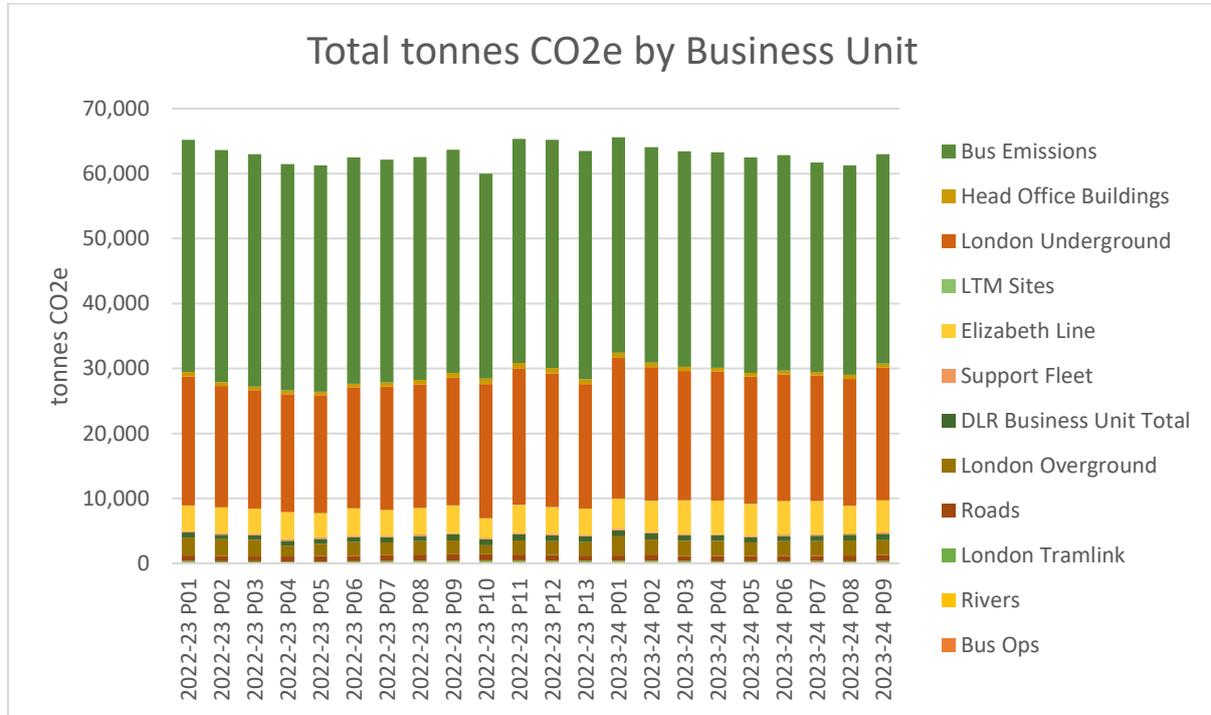

Figure 18: Total tonnes of CO2e by energy type – provisional – Quarter 3 2023/24 (tonnes CO2e)
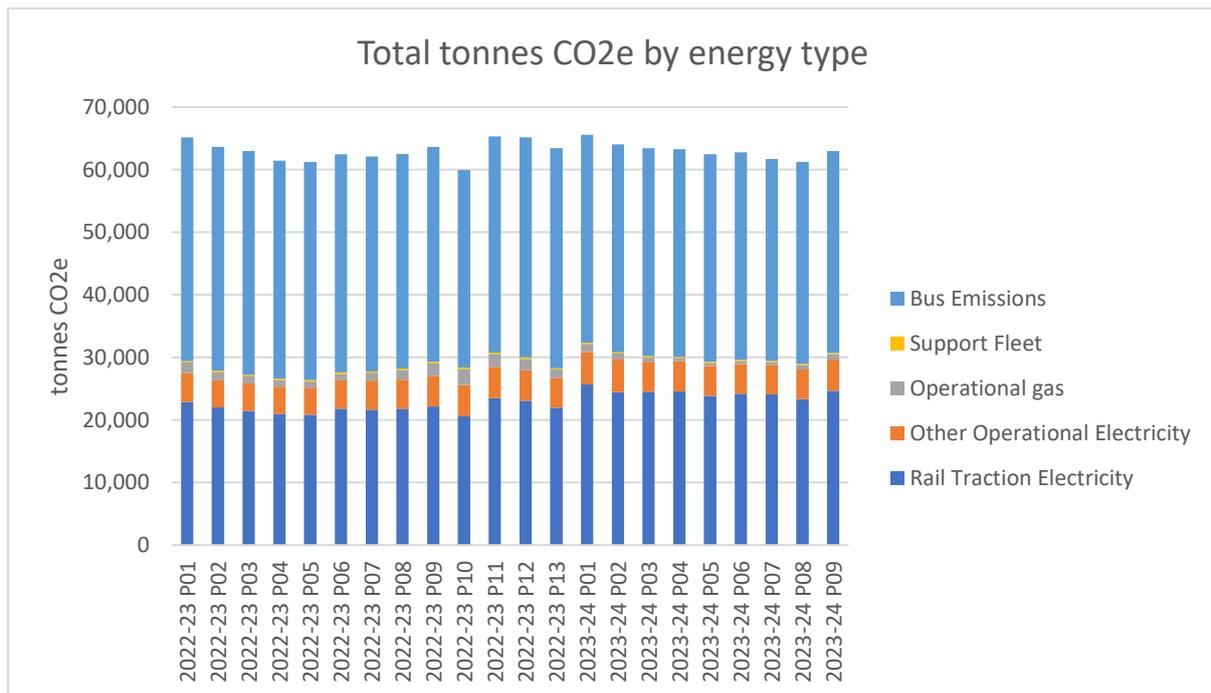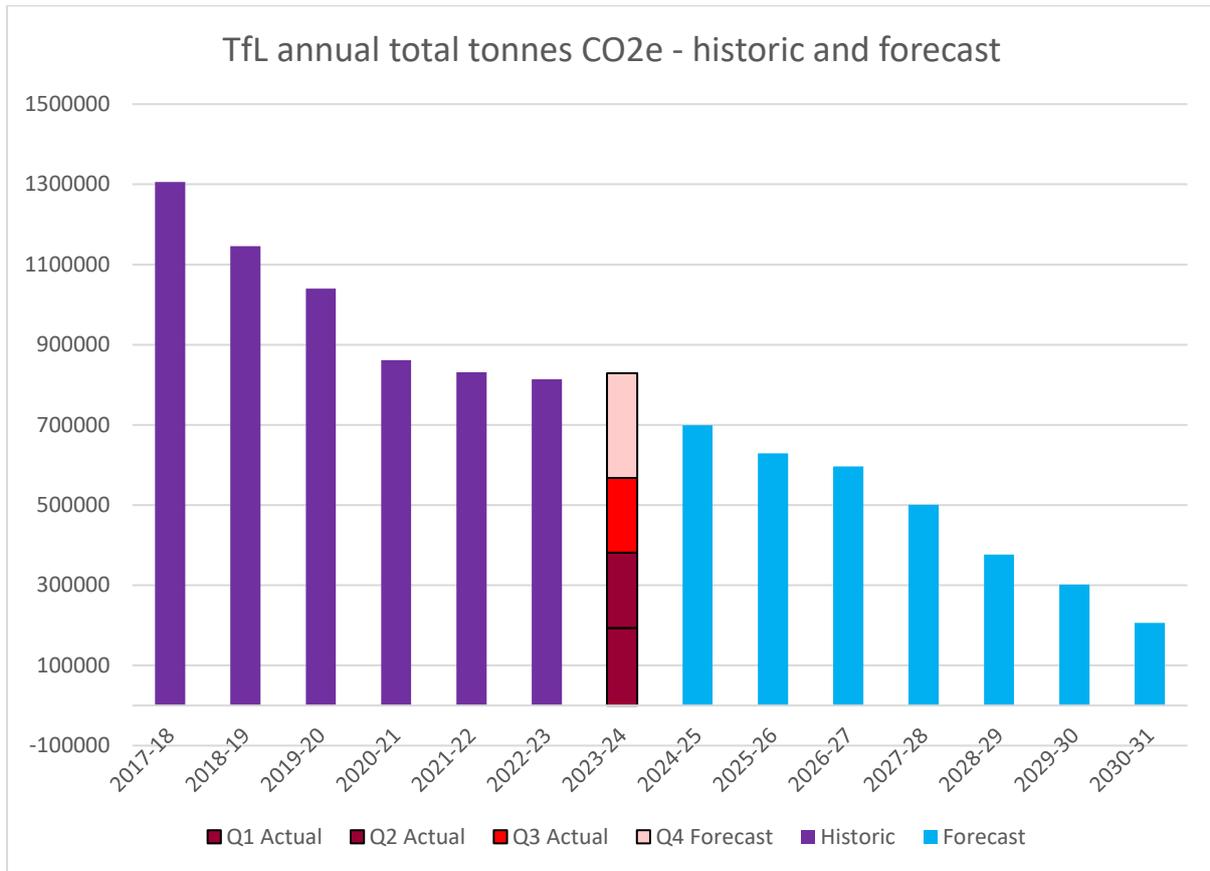
Figure 19: TfL annual total tonnes CO2e - historic and forecast – Quarter 3 2023/24 (tonnes CO2e)

TfL annual total tonnes CO2e - historic and forecast

Total TfL operational carbon emissions for the quarter were 186 kilotonnes of CO2e. This is primarily because of a higher carbon intensity associated with our grid supplied electricity.

Traction electricity consumption was higher than 2022/2023. Gas usage and non-traction electricity were less than 2022/23. Bus tail-pipe emissions were also less than the 2022/23.

See Quarter 3 report for further information.