

Safety, Health and Environment Quarterly Report

Quarter 1 2024/25

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)

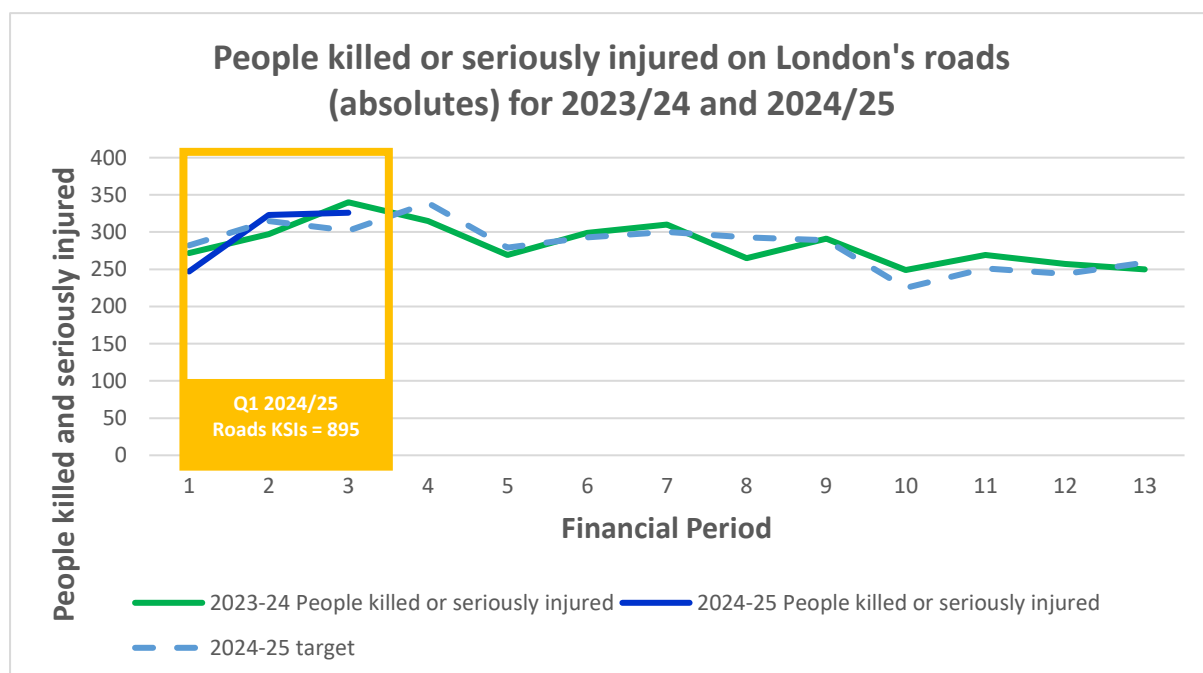


Figure 2: Scorecard measure: Numbers of fatal or serious injuries experienced by people on buses or in collision with buses (source STATS19)

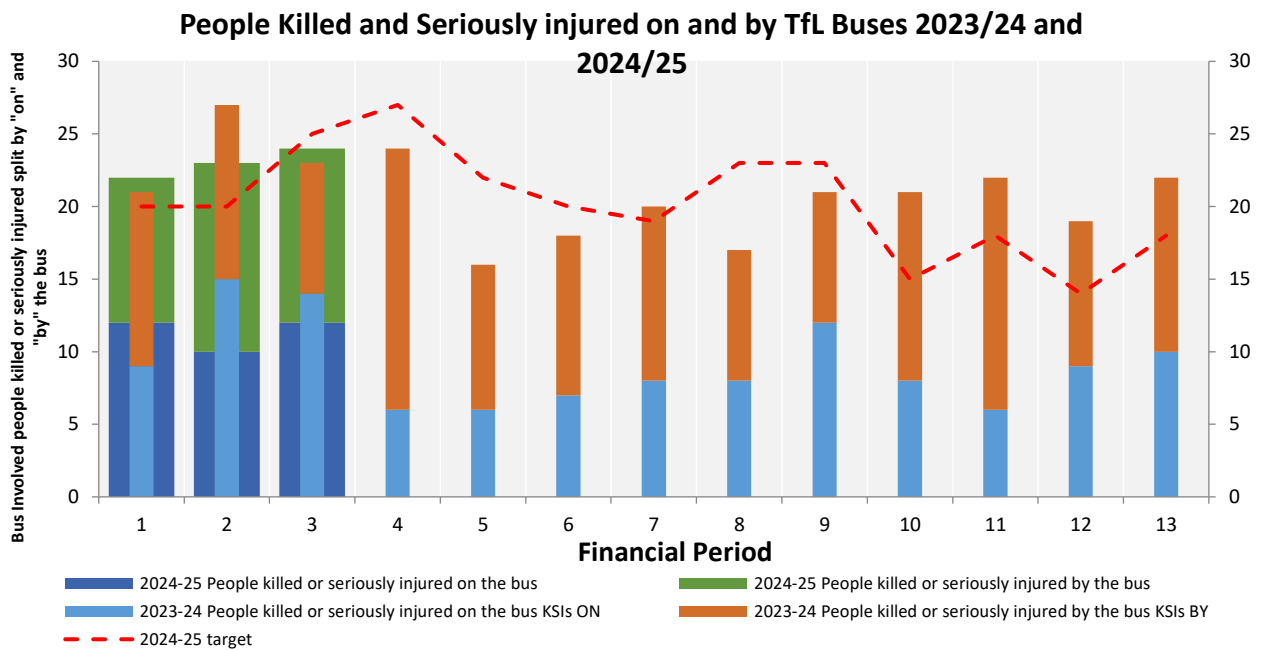
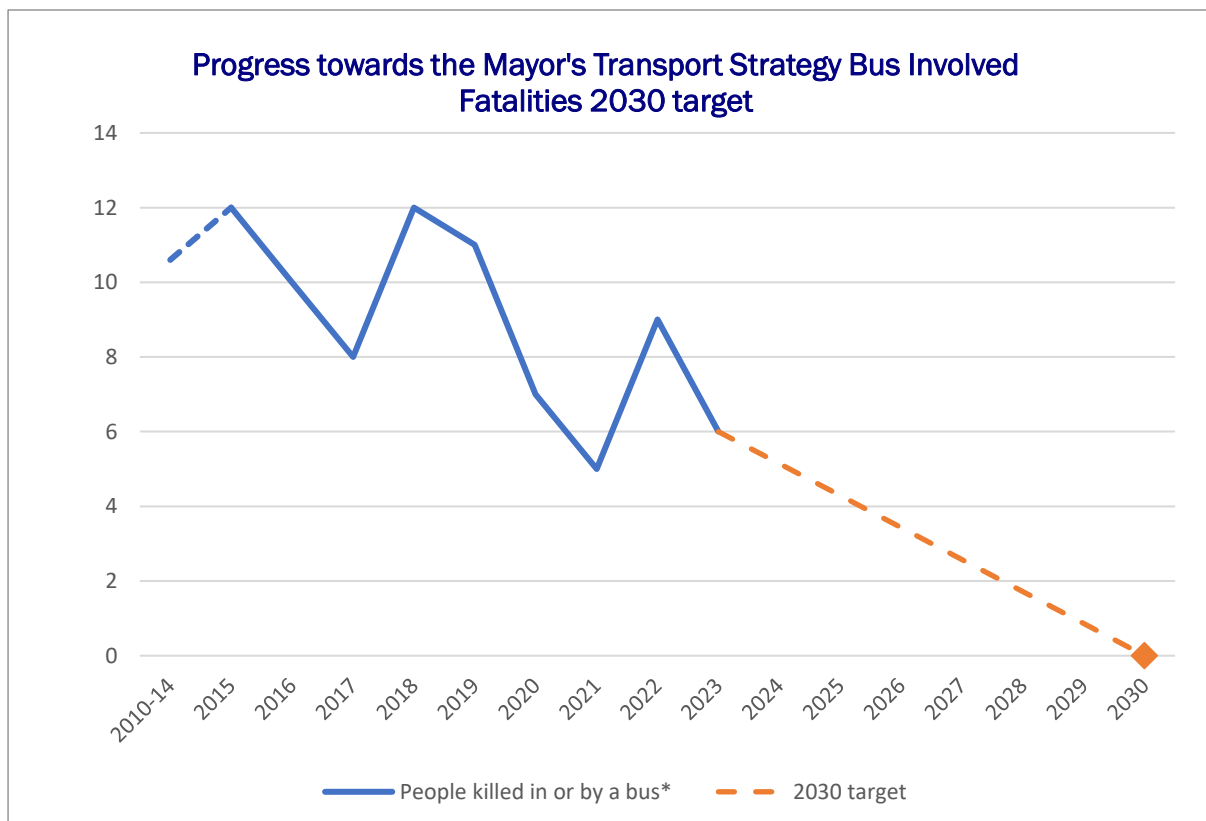


Figure 3: Long term KSI trends: progress towards MTS 2030 target (source STATS19)

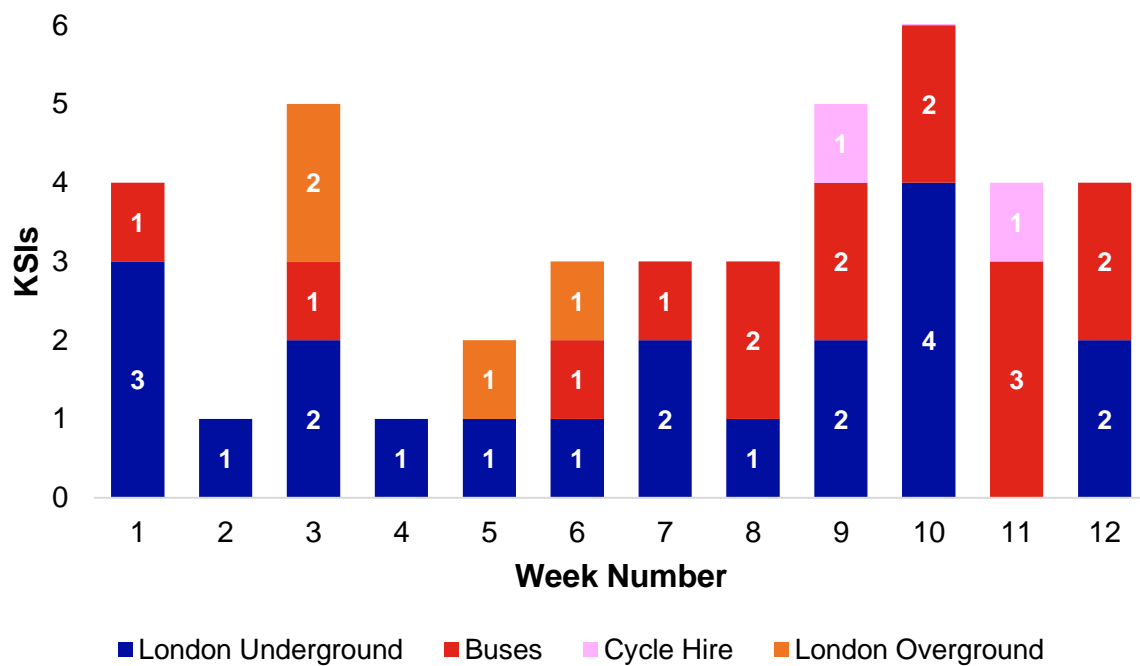


Please note, data presented in the data annex and report is provisional and could change due to late reporting or investigations closing later. The date the data was extracted from management information systems is available in the source information.

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 4: Customers killed or seriously injured (KSIs) per week in Quarter 1 by mode



Source: IE2 and IRIS data systems, as of 08/07/2024

Figure 5: Customers killed or seriously injured per week in Quarter 1 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).

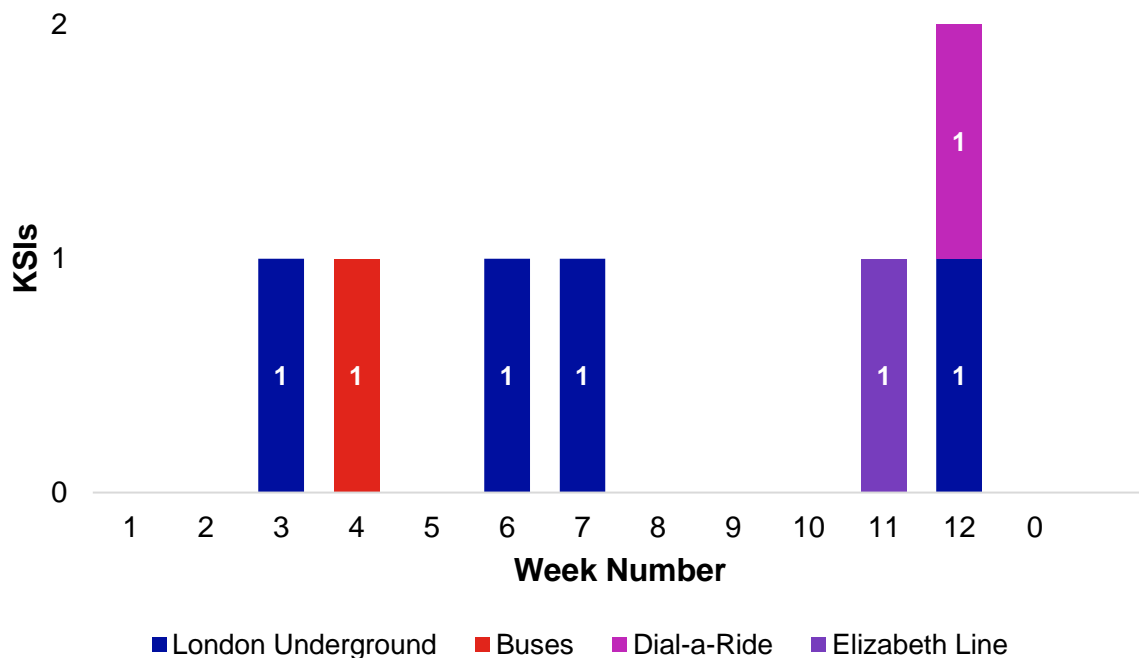
Customer KSIs per week of SSHRP quarter

| Mode | Measure | Week Number | | | | | | | | | | | |
|--------------------|---------------------|-------------|---|---|---|---|---|---|---|---|----|----|----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Buses | KSIs | 1 | | 1 | | | 1 | 1 | 2 | 2 | 2 | 3 | 2 |
| | of which fatalities | | | | | | | | | | | | |
| Cycle Hire | KSIs | | | | | | | | | 1 | 1 | 1 | |
| | of which fatalities | | | | | | | | | | | | |
| London Overground | KSIs | | | 2 | | 1 | 1 | | | | | | |
| | of which fatalities | | | | | | | | | | | | |
| London Underground | KSIs | 3 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 3 | | 2 |
| | of which fatalities | | | 2 | | | | | | | 1 | | |

Source: IE2 and IRIS data systems, as of 08/07/2024

No customer KSIs were recorded by Dial-a-Ride, DLR, London River Services, London Trams or Victoria Coach Station in quarter 4 of 2023/24.

Figure 6: Colleague killed or seriously injured per week in Quarter 1 by mode



Source: IE2 and IRIS data systems, as of 08/07/2024

Note: We were made aware of a late report of a colleague serious injury after data was extracted on the Docklands Light Railway. The number has been updated in the main SSHRP Q1 Report

Figure 7: Colleague killed or seriously injured per week in Quarter 1 by mode, with fatalities highlighted

Colleague KSIs per week of SSHRP quarter

| Mode | Measure | Week Number | | | | | | | | | | | | |
|--------------------|---------------------|-------------|---|---|---|---|---|---|---|---|----|----|----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | |
| Buses | KSIs | | | | 1 | | | | | | | | | |
| | of which fatalities | | | | | | | | | | | | | |
| Dial-a-Ride | KSIs | | | | | | | | | | | | | 1 |
| | of which fatalities | | | | | | | | | | | | | |
| Elizabeth Line | KSIs | | | | | | | | | | | | 1 | |
| | of which fatalities | | | | | | | | | | | | | |
| London Underground | KSIs | | | 1 | | | 1 | 1 | | | | | | 1 |
| | of which fatalities | | | | | | | | | | | | | |

Source: IE2 and IRIS data systems, as of 08/07/2024

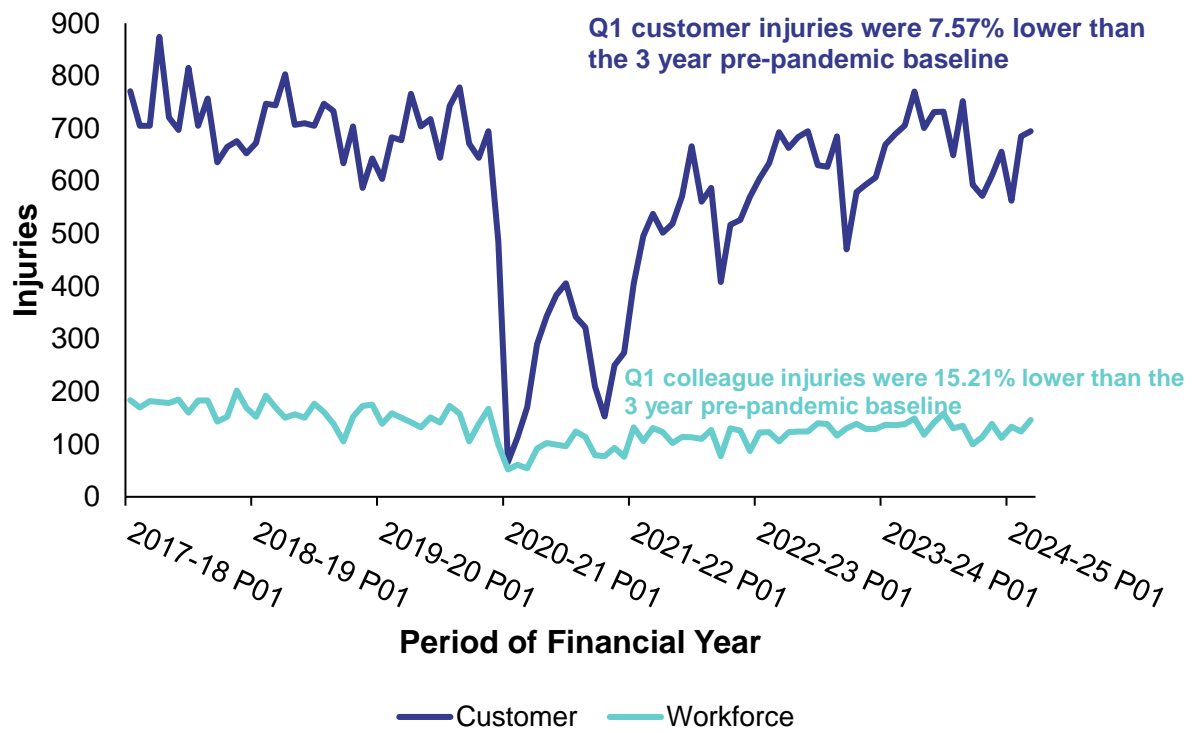
Note: We were made aware of a late report of a colleague serious injury after data was extracted on the Docklands Light Railway. The number has been updated in the main SSHRP Q1 Report

*Compliance, Policing, Operations and Security (CPOS) 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 2017/18 to present



Source: IE2 and IRIS data systems

Capital

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

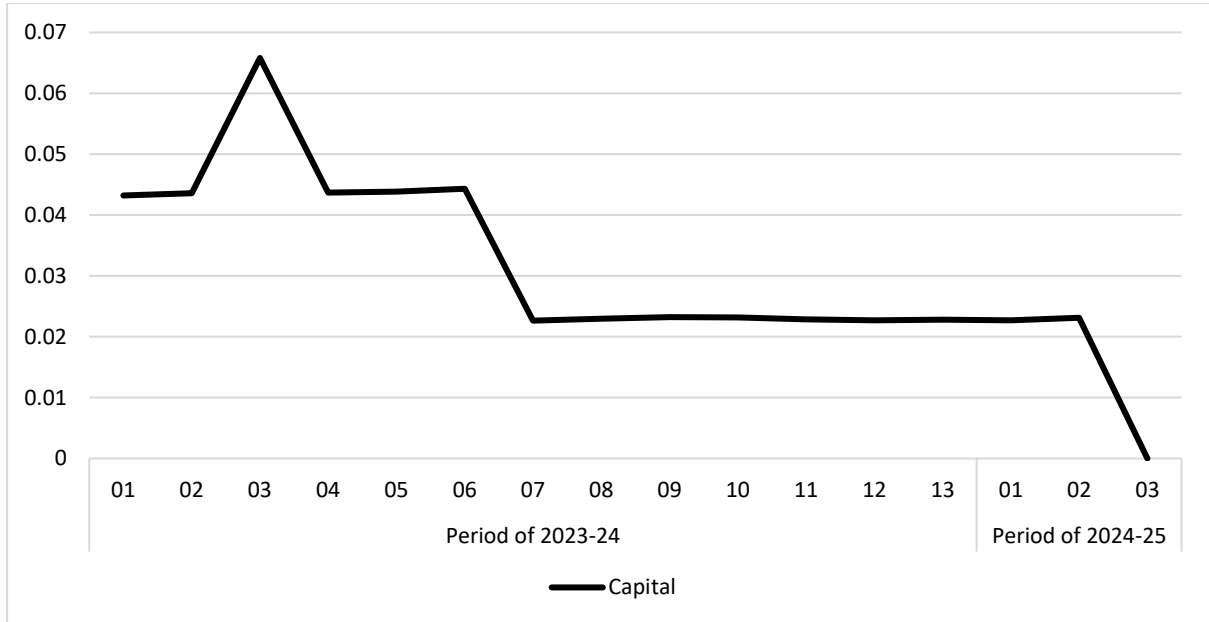


Figure 10: Lost time injury frequency rate (per 100,000 hours worked)

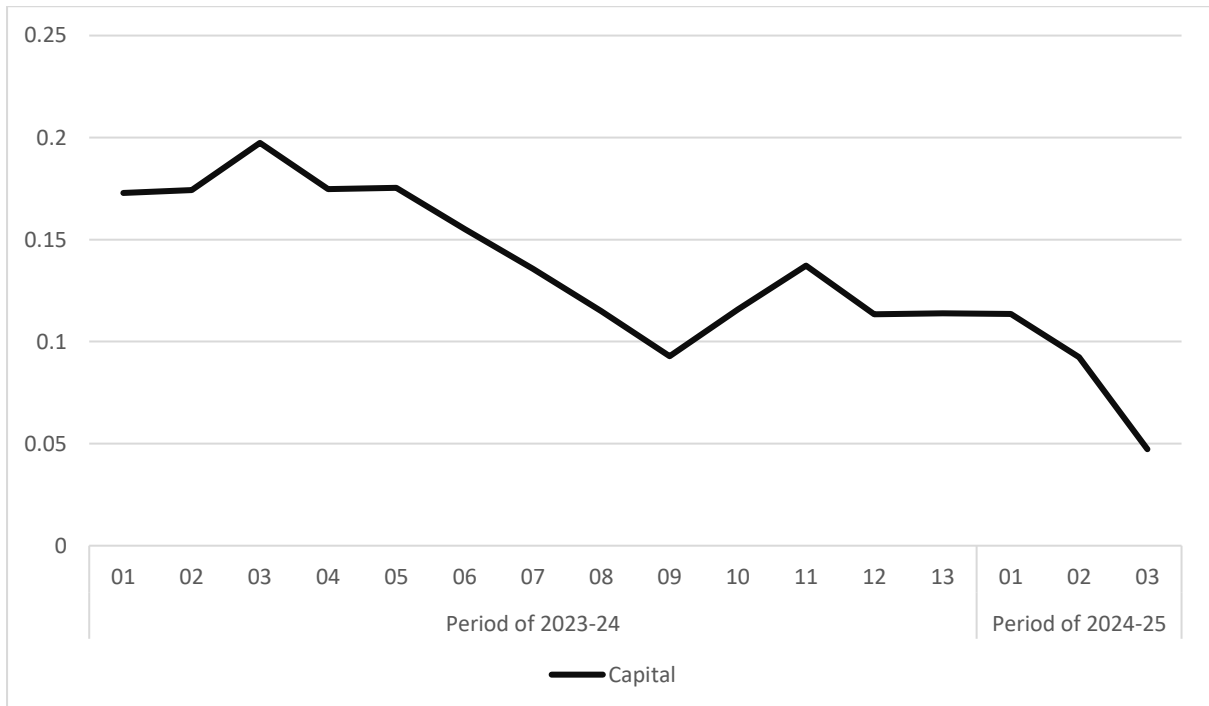
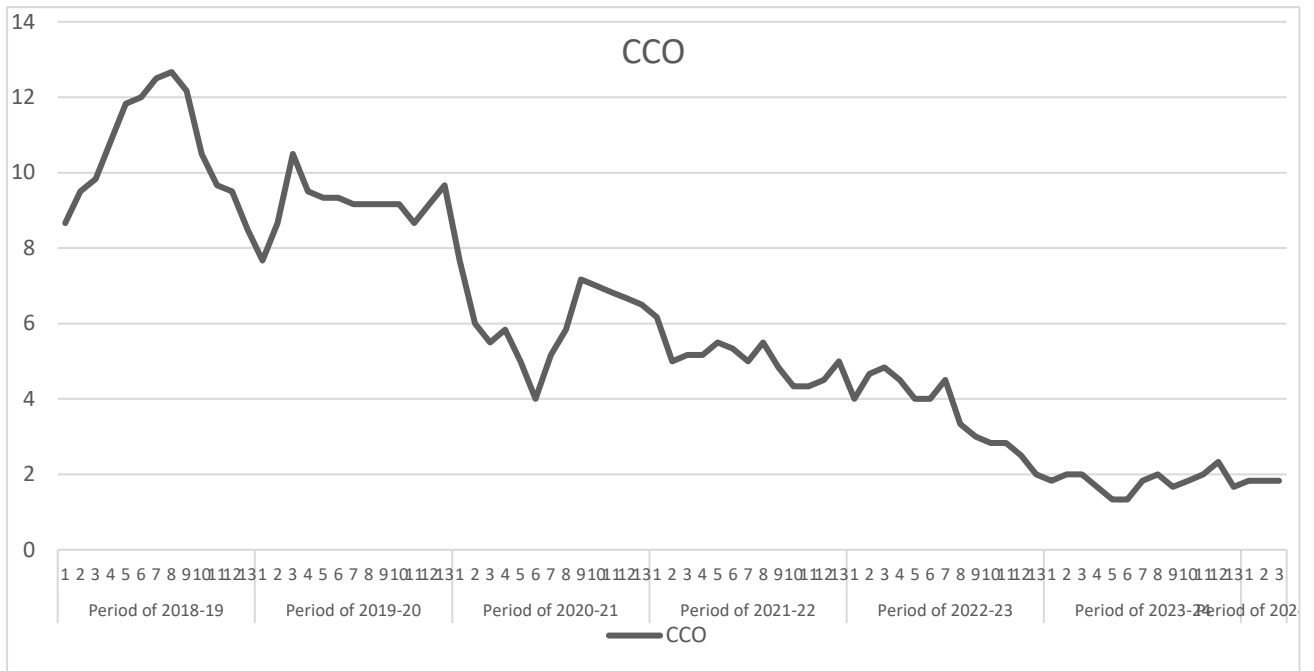


Figure 11: Total Capital workforce injuries (six-period average since 2018/19)



Security

Figure 12: Police recorded work-related violence with injury offence from April 2022 to June 2024

(Please note that this data does not include work-related violence with injury offences on the Bus network, further than May 2023. We are actively working with the Metropolitan Police Service to resume supply of this data as soon as possible and will aim to include it backdated in the next report).

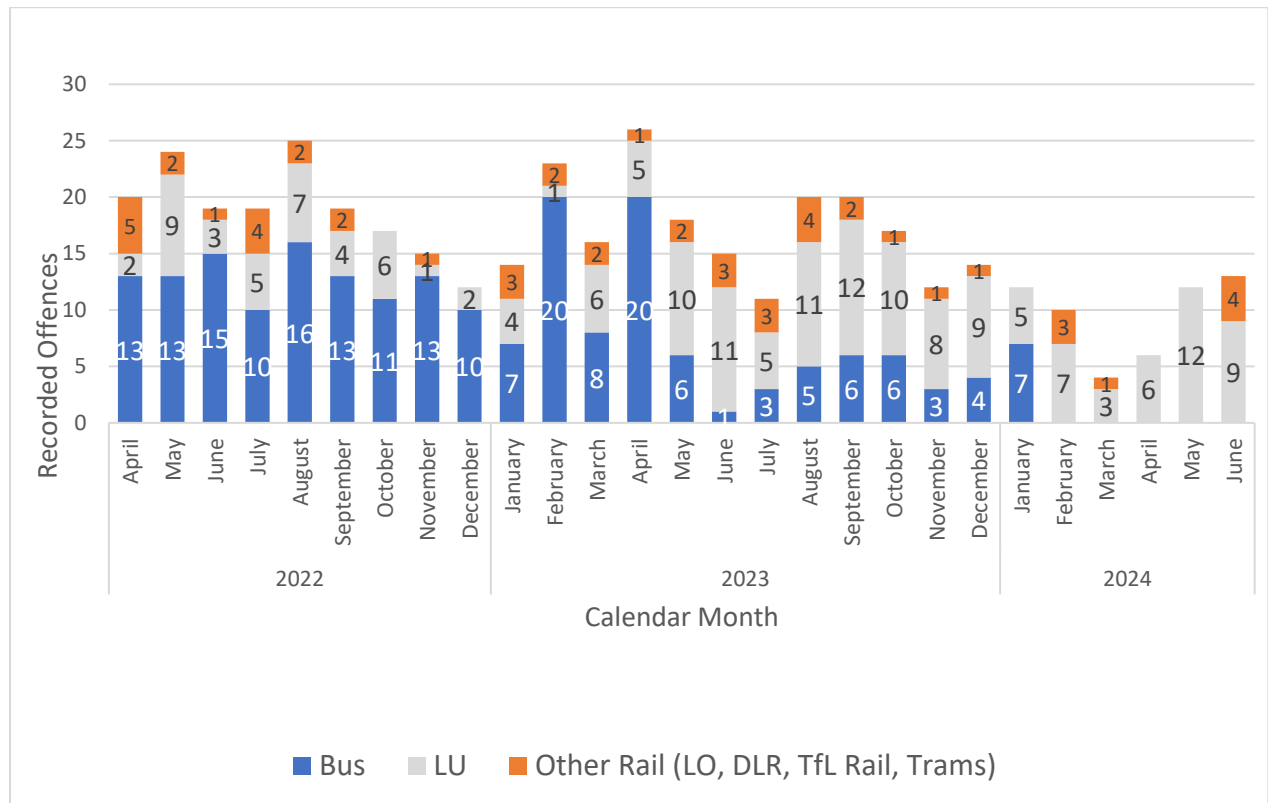


Figure 13: Solved rate for WVA offences investigated by the police from May 2020 to November 2023

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

(This data does not include work-related violence on the Bus network, further than May 2023. We are actively working with the Metropolitan Police Service to resume supply of this data as soon as possible and will aim to include it backdated in the next report).

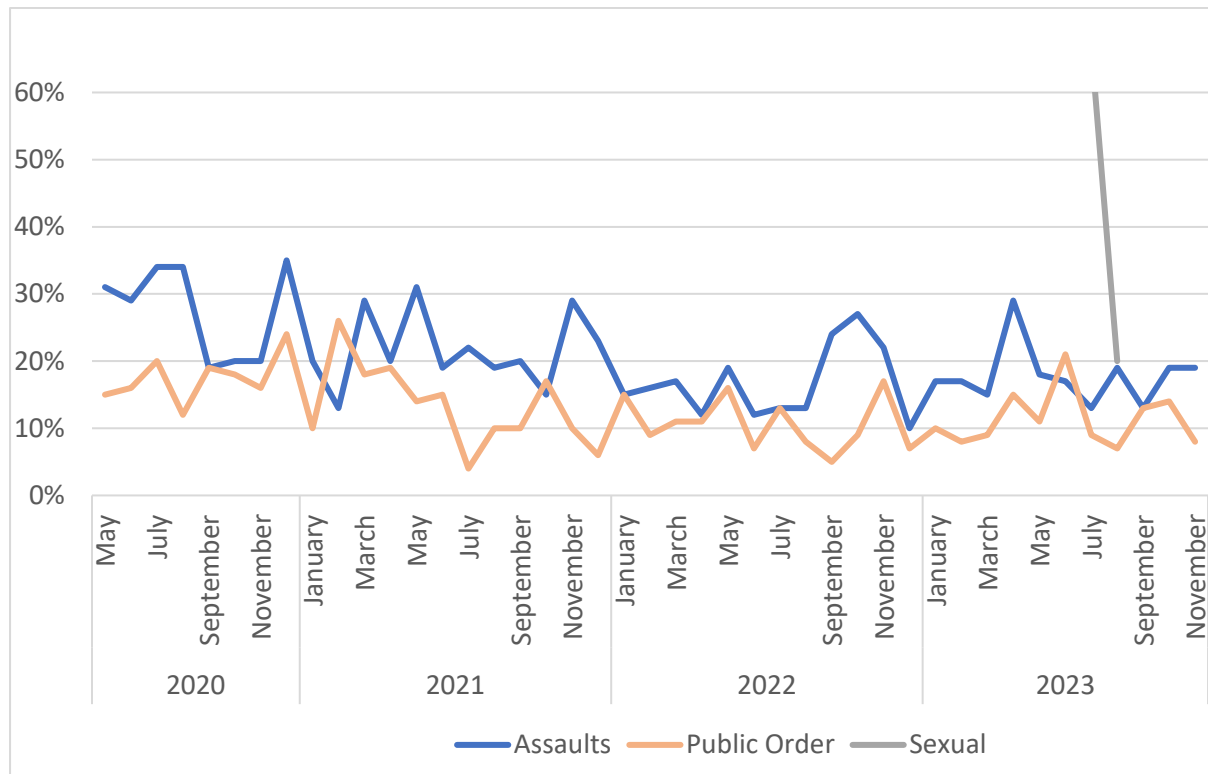
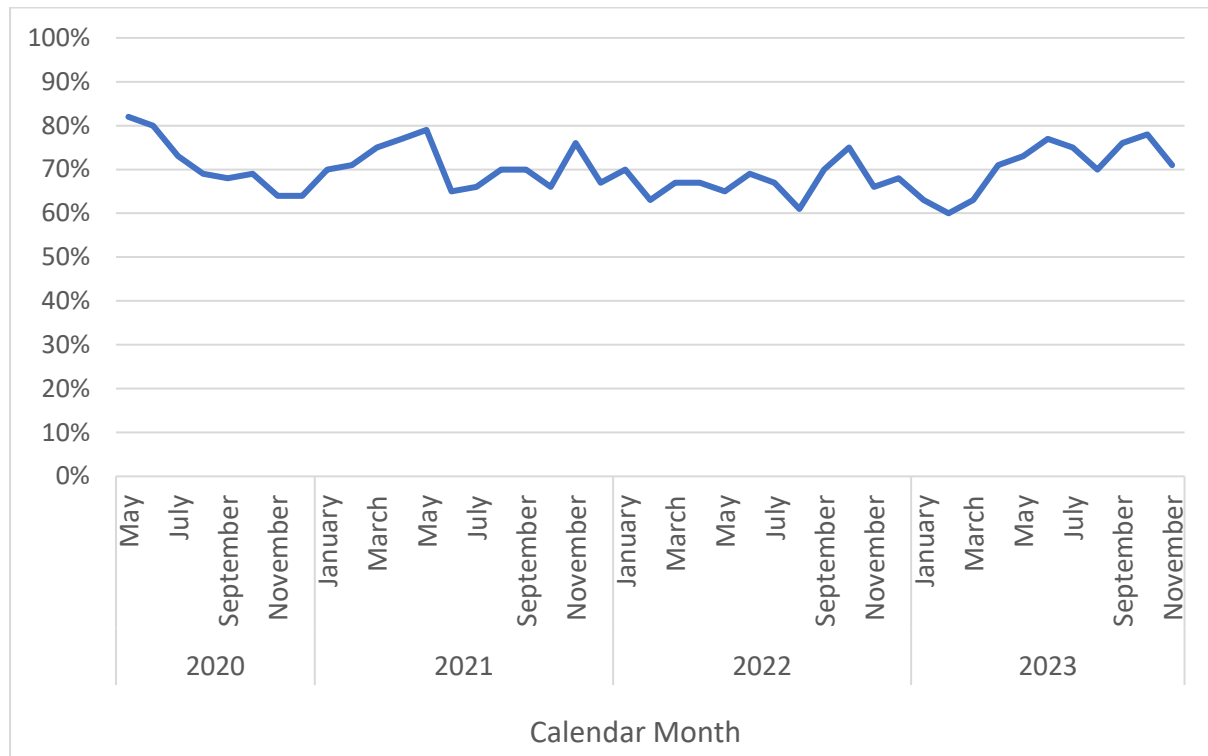


Figure 14: Percentage of Staff Willing to Support Police Investigations from May 2020 to November 2023 (all violence and public order offences)

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

(This data does not include work-related violence on the Bus network, further than May 2023. We are actively working with the Metropolitan Police Service to resume supply of this data as soon as possible and will aim to include it backdated in the next report).



Health

Figure 15: Top causes of long- and short-term absence in Quarter 1 2024/25

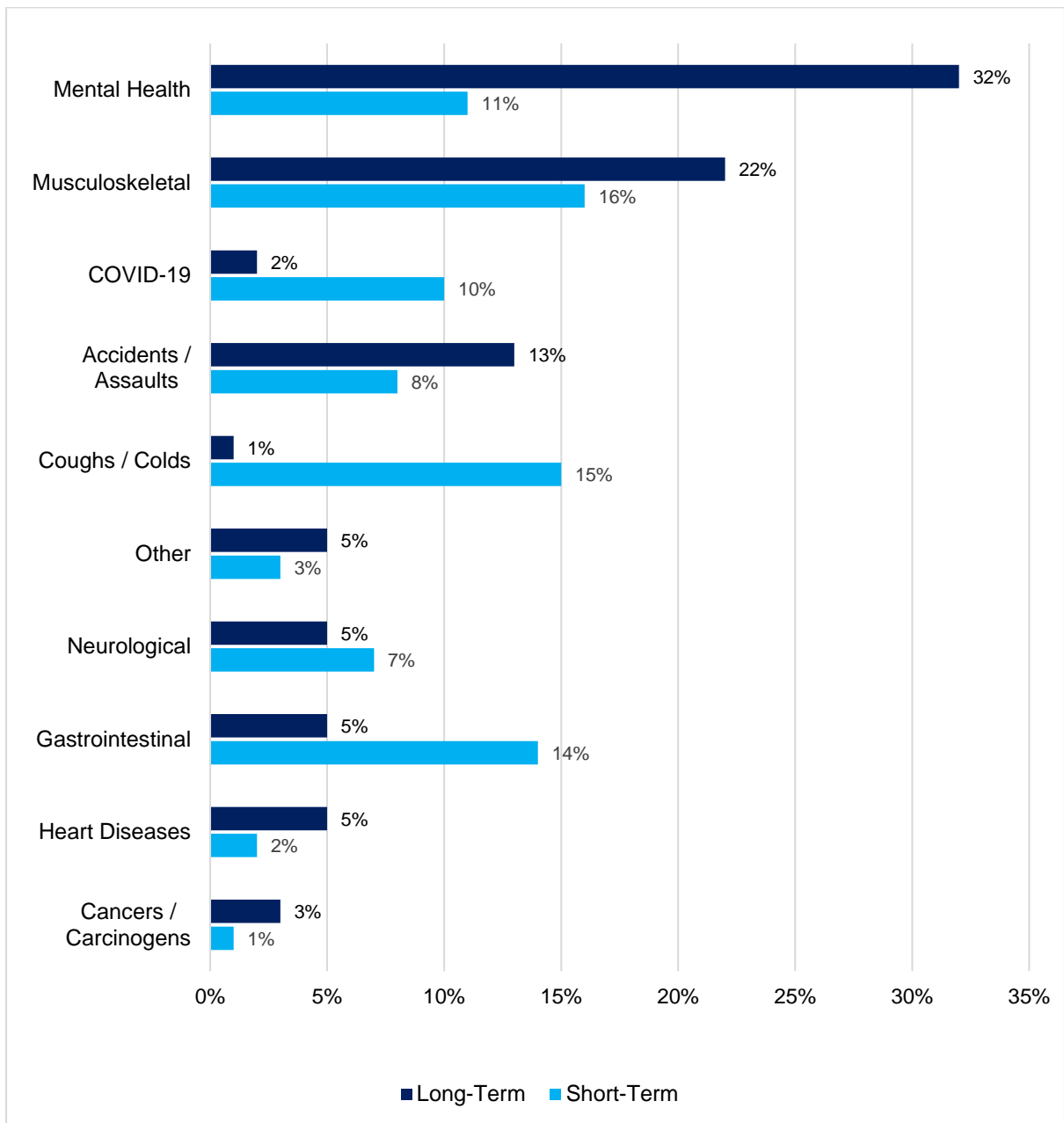


Figure 17: Total tonnes of CO2e by energy type – provisional – Quarter 1 2024/25 (tonnes CO2e)

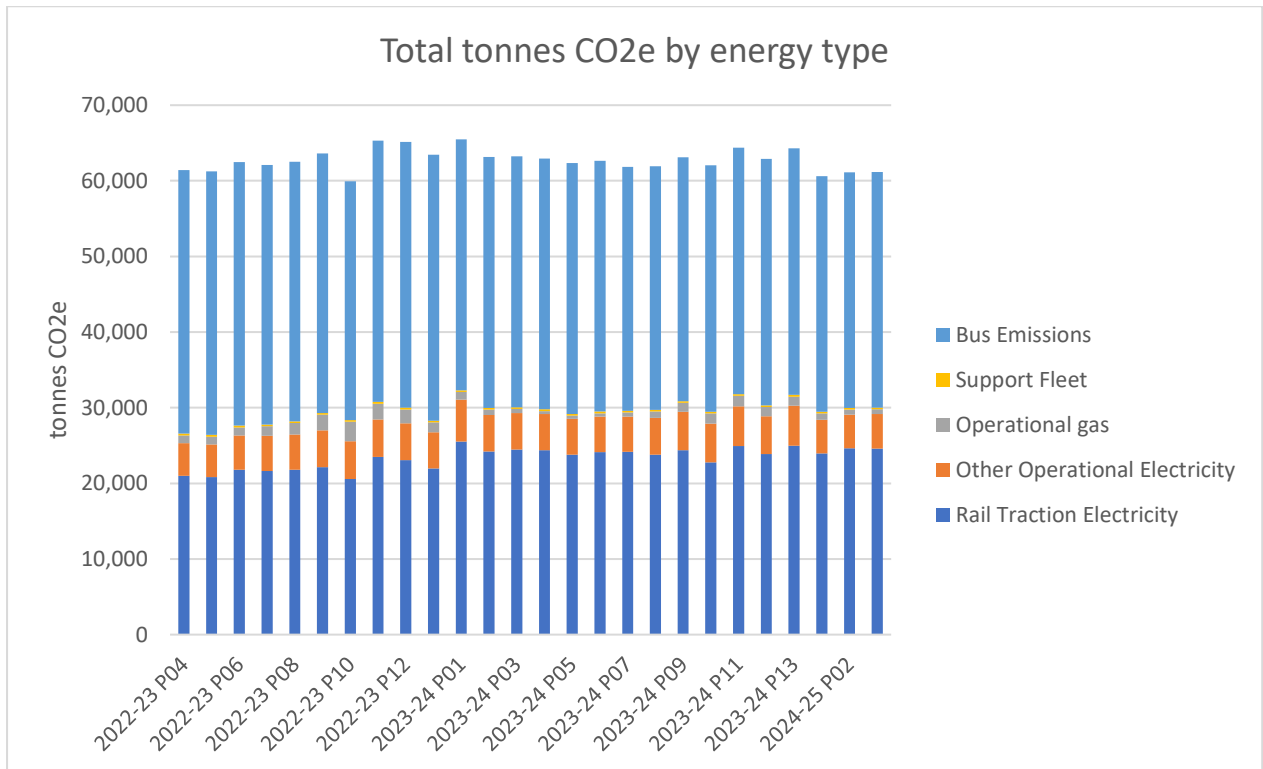
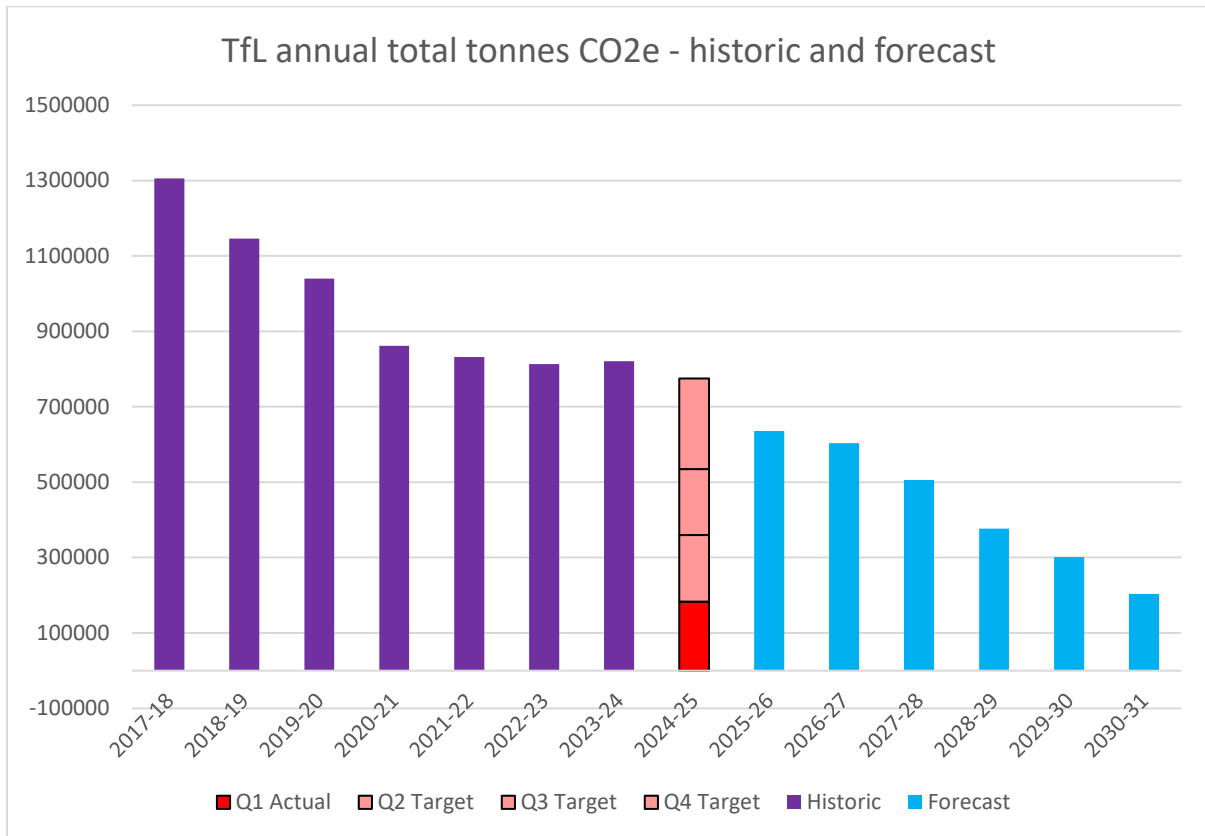


Figure 18: TfL annual total tonnes CO2e - historic and forecast – Quarter 1 2024/25 (tonnes CO2e)



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 4 report for further information.