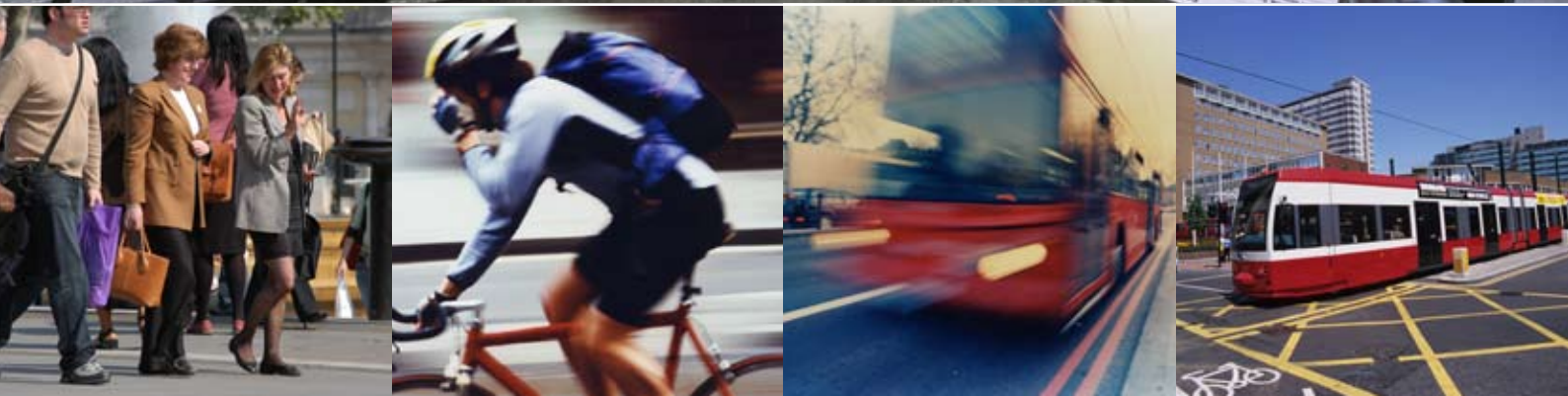


TfL Group Annual Health & Safety Report 2007/08



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TfL Group Annual Health and Safety Report 2007/08

Executive summary

This is the fifth annual health and safety report produced by Transport for London (TfL). The report is a summary of health and safety activities, performance and progress from across the TfL Group, which comprises London Underground, Surface Transport, London Rail and the Corporate Directorates.

The report covers the period from 1 April 2007 to 31 March 2008 and comparisons with previous years' data, where relevant, have been made. The report does not address legal compliance matters as these are reported separately.

Road safety data are also detailed from January to December 2007. These data are compared with the 1994-98 averages and the data for the 12 months ending December 2006.

TfL's environmental performance during 2007/08 is reported separately in the annual environment report.

Progress against health and safety plans/objectives

The TfL Group has a systematic and aligned approach to health, safety and environment (HSE) management, which ensures health and safety plans are developed and improvement objectives set. The great majority of the objectives are on target or have been achieved.

Health and safety performance

Employees

This is the third consecutive year of zero work-related employee fatalities. The TfL employee major injury rate for 2007/08 was 1.207 per 1,000 employees. This is an increase from the 2006/07 major injury rate of 0.530 per 1,000 employees. The increase in major injury rate was largely as a result of an increase in major injuries in London Underground, mostly as a result of slips, trips and falls which London Underground are working to address. There were 26 employee major injuries across TfL this year, 23 in London Underground and three in Surface Transport. There were none in London Rail and the Corporate Directorates. The TfL major injury rate still remains below the most recent major injury rate for the UK transport sector, 2.094, reported by the Health and Safety Executive (HSE).

Customers

There were four customer fatalities in 2007/08, one less than last year. London Underground continued to show a reduction in customer fatalities and this year there were none.

Over the last five years the customer major injury rate has been less than 0.2 injuries per million customer journeys for London Underground and London Rail. For Surface Transport, during the last three years the rate has been between 0.5 and 0.6.

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Contractors

There was one contractor fatality in Surface Transport in 2007/08. For London Underground, London Rail and the Corporate Directorates there were no contractor fatalities during the five years covered by this report.

Major incidents

There were six major incidents during the year. In addition to the five fatalities referred to above, there was a London Underground service train derailment.

Health

Annual sickness absence in TfL has decreased once again this year, from 11.4 days per full-time equivalent (FTE) in 2006/07 to 10.1 in 2007/08. This reflects improvements in attendance in all modes except Surface Transport. TfL provides excellent support to employees with existing health issues and is increasingly active in enabling employees to learn more about their own health and how to improve it.

The level of sickness absence reported by the Confederation of British Industry (CBI) for the public sector shows no change this year compared with last year and little change in the last five years. TfL levels of sickness absence have improved over recent years but still exceed the levels the CBI reports for the public sector.

Road safety

In 2007, there were 23,210 road traffic collisions that resulted in 28,361 casualties. Of these, 222 were fatally injured (a four per cent decrease from last year), 3,562 seriously injured (a five per cent decrease) and 24,577 slightly injured (a five per cent decrease). Apart from pedal cyclist and powered two-wheeler rider casualties, TfL continues to make good progress towards achieving its casualty reduction targets set for 2010 with the targets for child killed and seriously injured and all slightly injured casualties, already achieved.

Introduction

This is the fifth year for which TfL has produced an annual report of health and safety performance.

This report provides a summary of health and safety performance across the TfL Group from 1 April 2007 to 31 March 2008. Where relevant, comparisons have been drawn with 2006/07 data and earlier years' performance. Road safety data have been provided from January to December 2007. This report does not address legal compliance matters as these are reported separately.

Environmental performance for 2007/08 is reported separately in an annual environment report.

1 Progress against HSE plans/objectives

The TfL Group has a systematic and aligned approach to HSE management which ensures health and safety plans are developed and improvement objectives set. The great majority of the objectives are on target or have been achieved.

HSE Assurance Letters, in which all Managing Directors confirm to the Commissioner and the Safety Health and Environment Committee the extent to which their health, safety and environmental management systems (HSEMSs) meet the requirements of the TfL Group HSEMS were completed.

2 Status of HSE management systems

The London Underground HSEMS has evolved over a number of years and the core standards within it are mandated on the Public Private Partnership (PPP) suppliers (the infracos) via PPP contracts. London Underground has continued to develop and improve its system through ongoing review, with all but three recommendations resulting from the 2006/07 review now complete. In October 2007 London Underground launched a revised electronic version of the HSEMS, which included changes to 11 health and safety standards.

The programme to update the HSEMS for Surface Transport progressed in 2007/08. The health and safety teams are working with modal colleagues to ensure that updated management systems are completed by 31 October 2008. The HSEMS for London Streets and Surface Transport corporate functions will be reviewed and updated in 2008/09.

The London Rail HSEMS is closely aligned to the TfL Group HSEMS and continues to evolve as the scope of the London Rail organisation grows. The London Rail HSEMS underwent an external audit as part of TfL's Group HSEMS audit.

Within the Corporate Directorates HSEMS, revision of existing standards to address legislative changes and best practice continued. The Major Projects business unit has developed and implemented a safety, health, environment and quality (SHEQ) management system in line with TfL's Group HSEMS. In 2008/09, work will continue to further update the Corporate Directorates HSEMS, specifically to configure it to changes in the organisational structure.

2.1 Review of progress against audit plans

2.1.1 London Underground

London Underground completed its safety audit programme. Progress on programmes of safety audit, emerging trends and actions to address findings is reported in the London Underground quarterly health, safety and environmental performance reports and in discrete reports as appropriate.

There were 118 audits planned for 2007/08 covering London Underground's own operations and those of the infracos and Private Finance Initiative (PFI) suppliers. A total of 117 audits were completed. In addition, audit revisits were undertaken to follow up findings from station group, train and service control operations audits.

2.1.2 Surface Transport

Surface Transport substantially completed its planned audit objectives and activities. It implemented all recommendations arising from the audit of the London Streets directorates, which had been audited against the Royal Society for the Prevention of Accidents (RoSPA) quality safety auditing (QSA) system, and is arranging with RoSPA for an independent audit of the HSEMS to take place in 2008/09. It completed an audit of the Road Network directorate's Construction Design and Management procedures.

The bus operator health and safety audit programme for 2007/08, which incorporated environmental elements, was completed and no major concerns were identified. The engineering quality monitoring audits and the rolling programme of garage CCTV audits continued. Surface Transport also completed the bus station internal audit programme for 2007/08. The annual audit programme for 2007/08 included an HSEMS audit of the contractor employed to undertake licensed Taxi & Minicab inspections and an audit of Victoria Coach Station. Annual area audits were also carried out of all London River Services piers and of the Woolwich ferry.

2.1.3 London Rail

The Rail for London safety management system was reviewed to take into account the management of the London Overground concession, and it will undergo a further review to incorporate the infrastructure manager responsibilities for the East London Line.

During 2007 the Docklands Light Railway (DLR) management system was reworked to comply with the requirements of the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGs). The safety management system was endorsed by the Office of Rail Regulation (ORR) and 'safety authorisation' has been given.

As required under ROGs, the ORR has carried out a programme of planned safety intervention audits on DLR. The primary purpose of these audits was to test the application of the DLR management system. Specific areas covered during the audits were infrastructure maintenance, safety verification and change management. DLR awaits the final ORR report, which will help form the basis of the next review of the management system.

2.1.4 Corporate Directorates

Independent audits of the Corporate Directorates HSEMS and of the Group HSEMS were completed and a programme to address recommendations arising from the audits will continue into 2008/09.

3 Health and safety performance statistics

This section summarises TfL's health and safety performance for the year 2007/08 and compares it with the four previous years where data are available. In the graphs in this section, the numbers inserted in the chart legends are the actual figures.

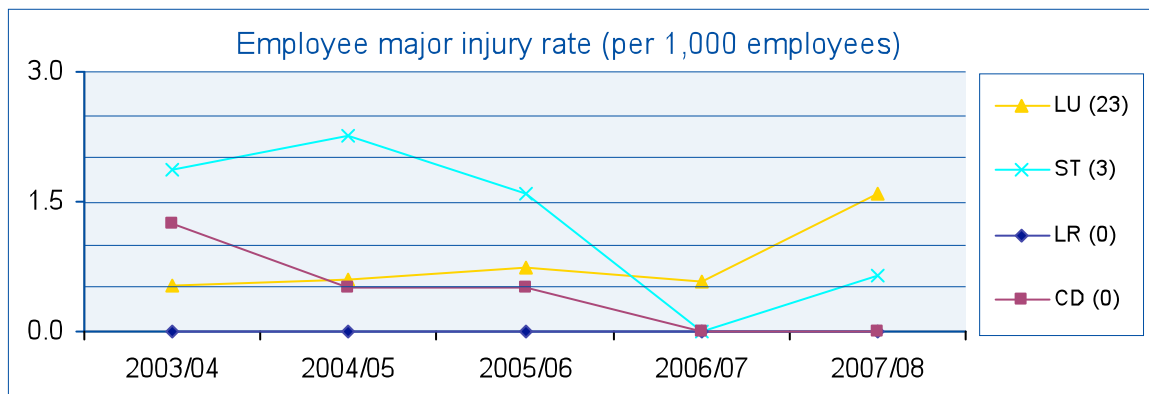
3.1 Employee safety

3.1.1 Employee fatalities

For the third consecutive year, there were no employee fatalities in 2007/08.

3.1.2 Employee major injuries

Employee major injuries are defined by the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) and must be reported to the HSE. They include injuries such as limb fractures, injuries leading to unconsciousness or admittance to hospital for more than 24 hours.



The total TfL employee major injury rate for 2007/08 was 1.207 per 1,000 employees. This is an increase from the 2006/07 major injury rate of 0.530 per 1,000 employees. The TfL major injury rate still remains below the most recent major injury rate for the UK transport sector, 2.094, reported by the HSE.

London Underground saw an increase in employee major injuries from eight last year to 23 this year. London Underground is working to understand and address the causes of the slips, trips and falls that were responsible for most of the increase.

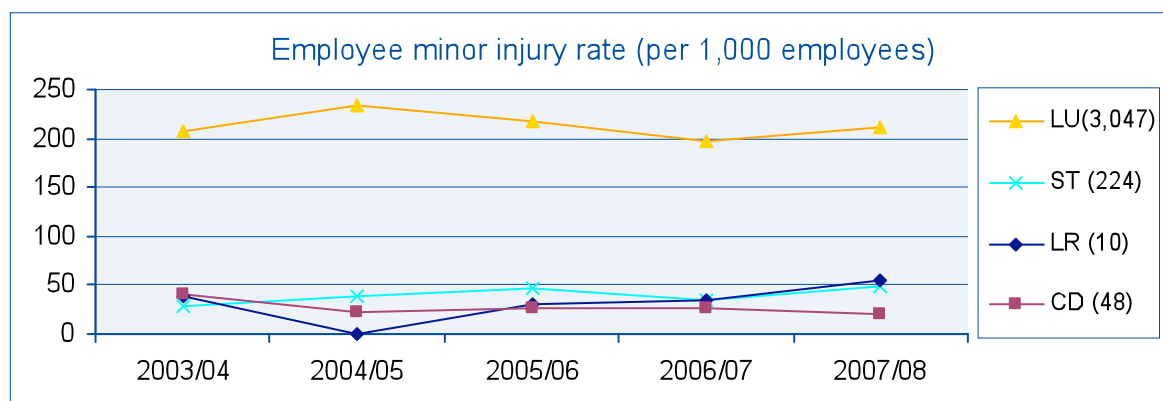
Surface Transport had three employee major injuries this year compared with none last year.

London Rail has not had an employee major injury during the last five years and the Corporate Directorates have not had one for two years.

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3.1.3 Employee minor injuries

Employee minor injuries are any injuries that are not defined as major in RIDDOR.



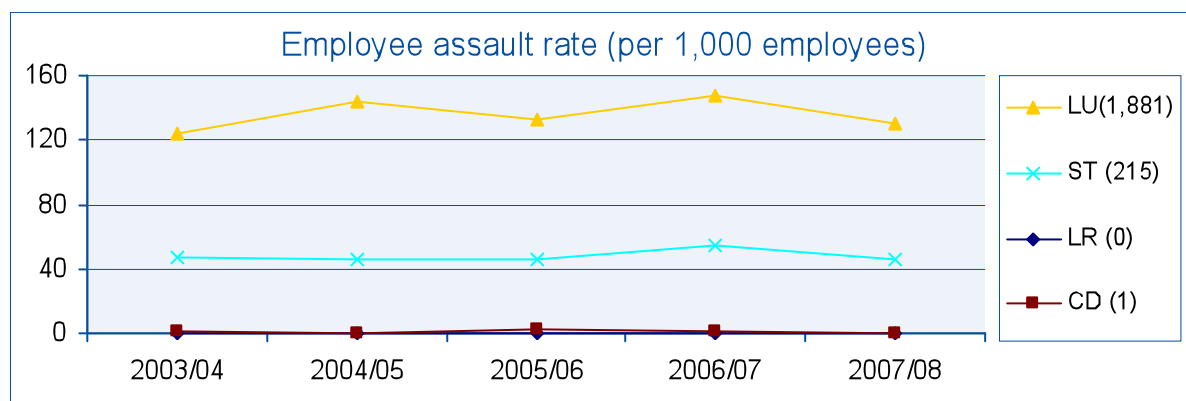
The higher minor injury rate in London Underground, compared with the other businesses, is, in large part, due to a higher proportion of operations-based employees.

In London Underground, employee minor injuries increased from 2,749 in 2006/07 to 3,047 in 2007/08. Surface Transport also had an increase, from 159 last year to 224 in 2007/08. London Rail's employee minor injuries increased from six to 10. In the Corporate Directorates employee minor injuries fell from 54 to 48.

TfL recognises the importance of reporting all incidents, including near misses and minor incidents, as they are an important precursor to learning. However, TfL recognises that the quality of reporting of minor injuries is not fully consistent.

3.1.4 Employee assaults

Employee assaults include any incident in which a person is verbally or physically abused, threatened or assaulted in circumstances related to their work. For London Underground only, this includes employees who are travelling to and from work in uniform.



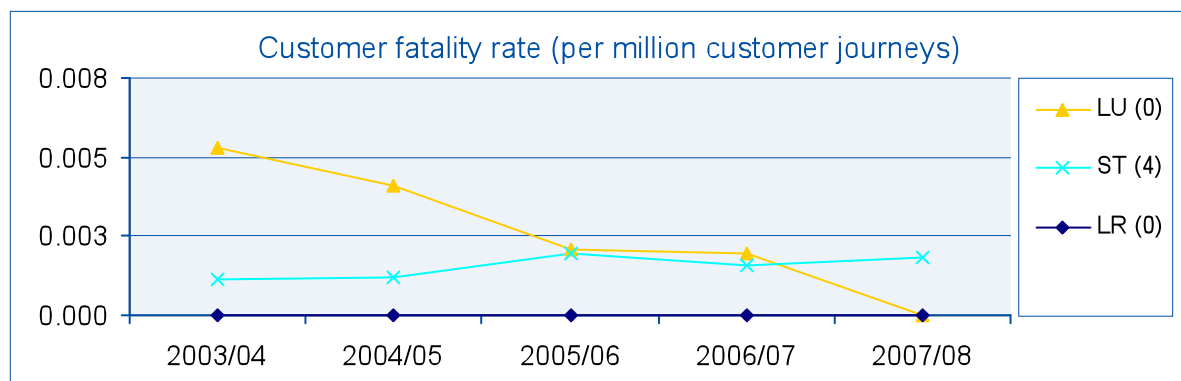
Employee assault rates have tended to remain stable in all modes over the last five years. The difference in rates between the modes reflects the relative numbers of customer-facing staff.

3.2 Customer safety

As in prior years, there were a number of customer safety campaigns and improvements were made to increase compliance with safety standards and procedures so as to improve customer safety. TfL provided more than 2.9 billion customer journeys in 2007/08.

3.2.1 Customer accidental fatalities

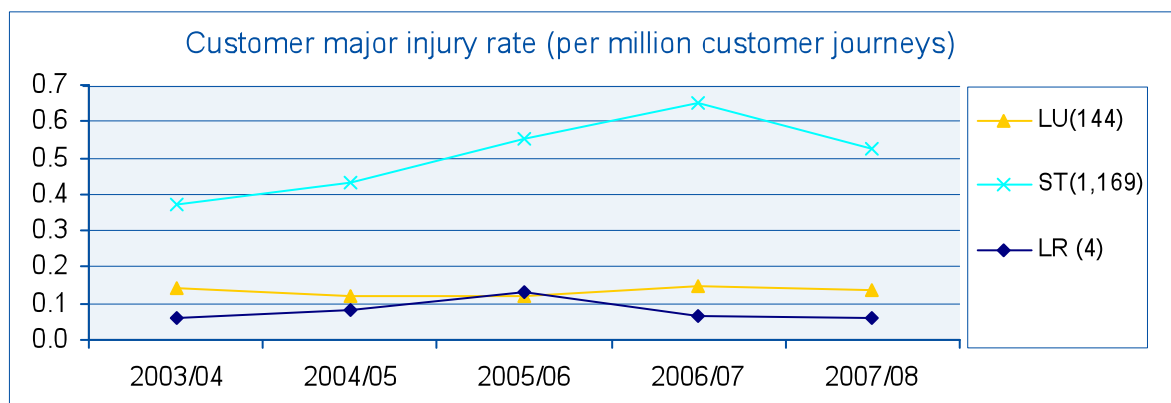
This performance indicator is a measure of the number of customer fatalities arising from incidents involving a TfL business operation. Suicides, crime-related fatalities and medical fatalities are excluded. The definition of customers includes members of the public using a TfL business or premises, including people using rights of way, trespassers, tenants and off-duty employees.



There were four customer fatalities across TfL in 2007/08, one less than last year. All four occurred in Surface Transport, where there were three last year. London Underground has shown a downward trend in customer fatalities since 2003/04 and this year there were none. Further details on the individual incidents are available in Section 4.

3.2.2 Customer major injuries

Customer major injuries are defined as 'taken to hospital' except for London Rail who follow the RIDDOR definition.



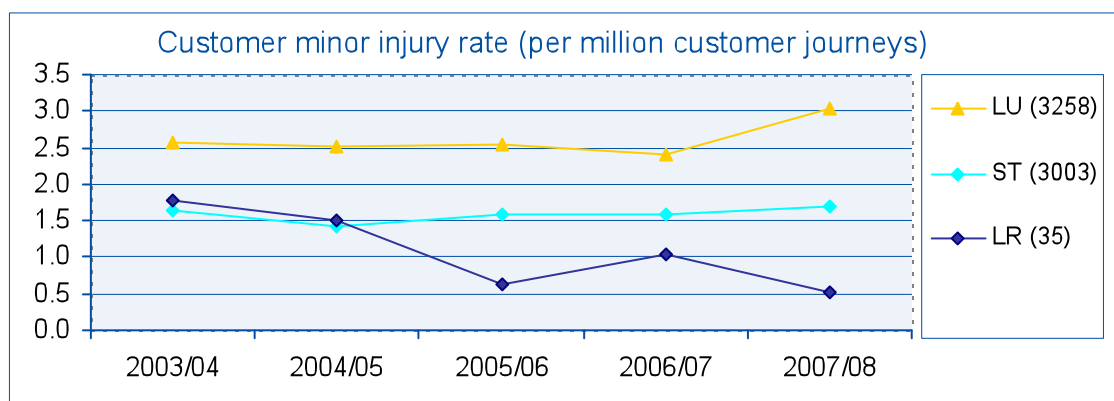
Over the five years from 2003/04, the customer major injury rate for Surface Transport was higher than those of London Underground and London Rail which were similar. The rate in Surface Transport also

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showed a rising trend from 2003/04 to 2006/07 but fell in 2007/08. The customer major injury rates of London Underground and London Rail remained relatively stable over the period 2003/04 to 2007/08.

3.2.3 Customer minor injuries

Customer minor injuries are any reported injuries that are not defined as major.



The customer minor injury rate for London Underground remained stable from 2003/04 to 2006/07 but in 2007/08 there was a 26 per cent rise. The customer minor injury rate of Surface Transport has tended to remain stable over the past five years whilst that for London Rail has shown a downward trend.

TfL recognises that the quality of reporting of customer minor injuries is not fully consistent.

3.3 Contractor safety

TfL has not provided normalised incident figures for contractors because precise numbers of contractors employed are not available. The numbers of contractors may fluctuate from one year to the next and therefore data may not be readily comparable from year to year.

3.3.1 Contractor fatalities

Year	London Underground	Surface Transport	London Rail	Corporate Directorates
2003/04	0	1	0	0
2004/05	0	0	0	0
2005/06	0	1	0	0
2006/07	0	0	0	0
2007/08	0	1	0	0

There was one contractor fatality in 2007/08 in Surface Transport. London Underground, London Rail and the Corporate Directorates have not had any contractor fatalities during the five years covered by this report.

3.3.2 Contractor major injuries

Year	London Underground	Surface Transport	London Rail	Corporate Directorates
2003/04	11	186	8	0
2004/05	15	146	6	0
2005/06	17	158	0	0
2006/07	10	106	3	0
2007/08	13	149	10	0

The number of contractor major injuries has been relatively stable in each of the modes over the five years.

3.3.3 Contractor assaults

Year	London Underground	Surface Transport	London Rail	Corporate Directorates
2003/04	26	1,270	172	0
2004/05	22	*627	165	0
2005/06	24	1,105	97	0
2006/07	12	708	88	0
2007/08	24	1,168	41	0

**It is thought that bus operator reporting compliance adversely affected this number.*

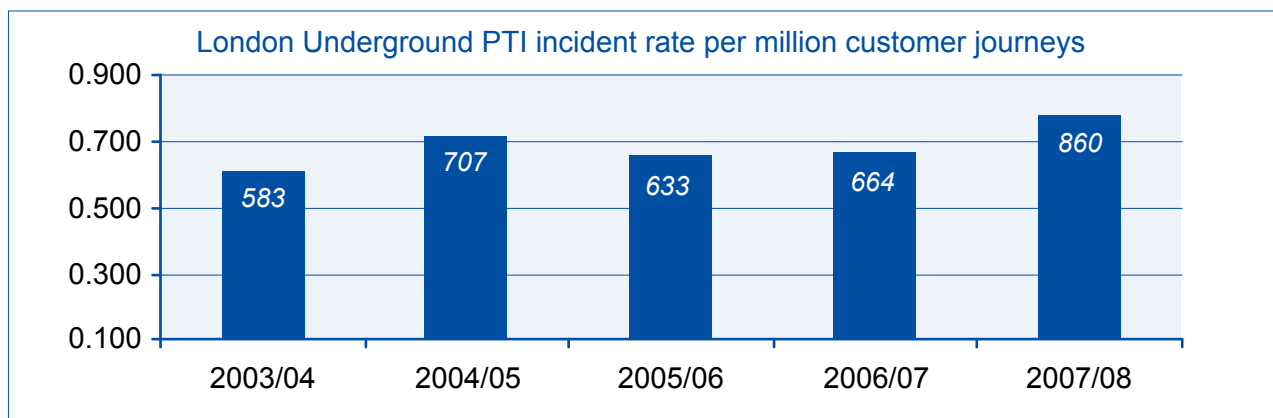
In general, the level of contractor assaults has remained stable, other than in London Rail which has shown continual improvement since 2003/04.

3.4 Mode-specific indicators

3.4.1 London Underground

1. Platform/train interface (PTI) incidents

PTI incidents are those that occur at the boundary where the platform and train meet. There is a very low probability of a PTI incident occurring to an individual. However, because of the high frequency of daily crossings of the platform/train interface, this is one of the top customer risks and it accounts for 32.8 per cent of London Underground's major accident risk profile.



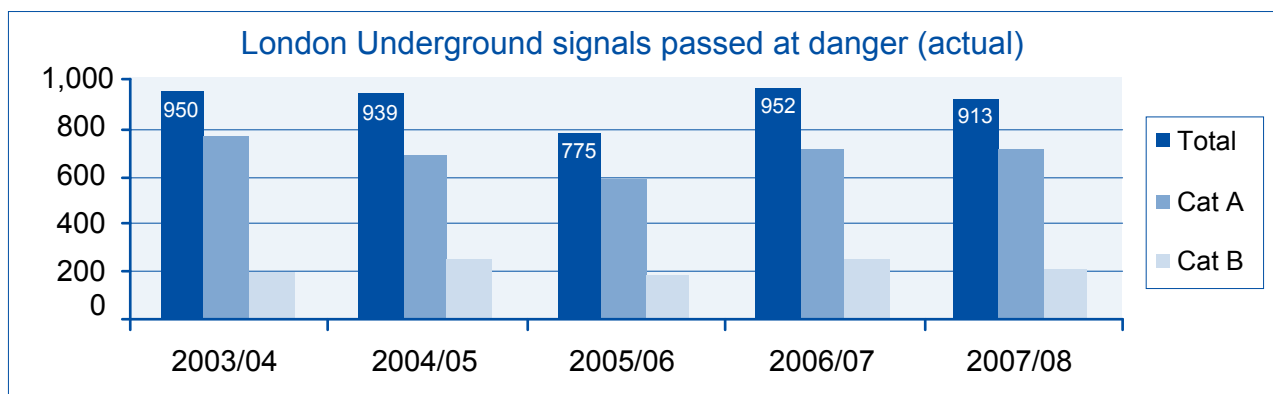
There was an increase in PTI incidents to 860 during 2007/08 compared with 664 in 2006/07, 633 in 2005/06 and 707 in 2004/05. This is attributed to a 5.7 per cent rise in customer journeys and a 6.4 per cent increase in passenger kilometres on London Underground in 2007/08. Analysis has shown that the increasing number of customer journeys has a significant effect on the number of PTI incidents.

A number of control measures – including dedicated platform staff to actively manage ‘train station dwell-time’, equipment upgrades, platform and on-train announcements and targeted customer advertising campaigns – are being used to minimise PTI incident risk.

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II. Signals passed at danger (SPAD)

A SPAD is defined as any red, or 'danger' signal that is passed without proper authority. SPAD risks are primarily controlled through the protected signalling system that automatically applies the emergency brake if a SPAD occurs. Category A SPADs arise from the action of the driver. Category B SPADs are caused by signalling equipment either failing, malfunctioning or returning to 'danger' in error.

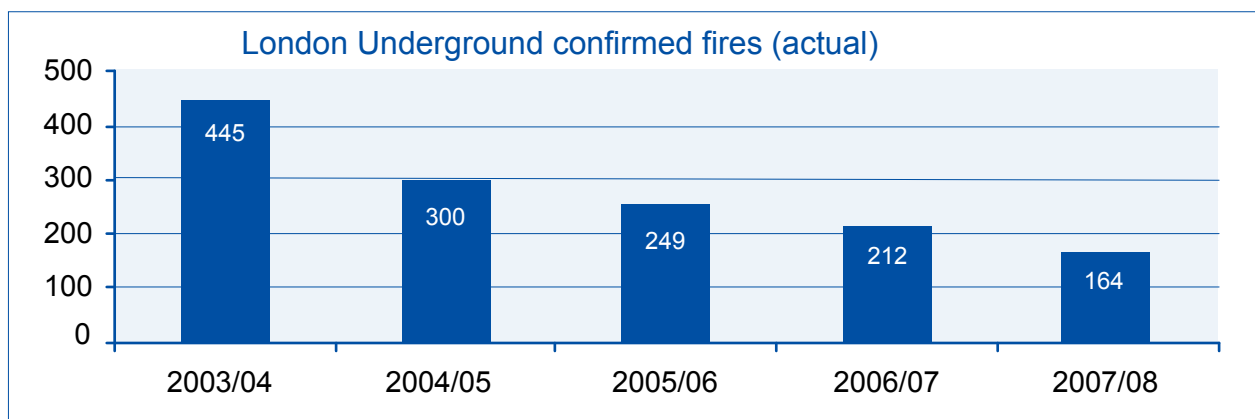


SPADs (both category A and category B) decreased in 2007/08 (913) compared with the previous year (952). Over the longer-term, the trend has remained stable.

London Underground has comprehensive train protection systems in place to ensure that the residual safety risks from SPADs are very low. The five-year SPAD mitigation programme continues with the development and implementation of measures intended to reduce incidents.

III. Confirmed fires

This indicator measures the number of observed fires, or serious arcing/fusing involving a train, track fires and station fires on London Underground infrastructure. Fires make up 3.2 per cent of the London Underground risk profile.

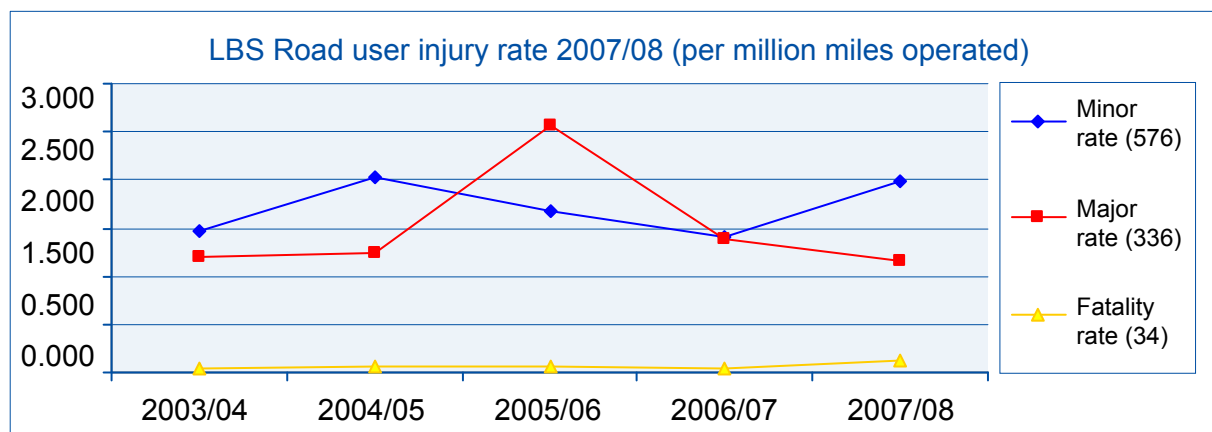


The number of confirmed fires decreased again this year and is now at the lowest level ever. Improved litter-picking regimes are thought to have contributed to this decrease.

3.4.2 Surface Transport

1. London Bus Service road user incident rates

This indicator measures the number of minor, major and fatal injuries to road users (including pedestrians but excluding on-duty TfL employees, bus operator staff and customers) arising as a result of LBS's contracted bus operations.



The number of road user fatalities in 2007/08, 34, was higher than in previous years. This rise is, in part, due to a number of multiple-fatality incidents during the year. Four collisions accounted for the deaths of 11 people in 2007/08. In the previous year there were no collisions resulting in multiple fatalities. None of the multiple fatalities were attributed to how the bus involved was operated or the actions of the bus drivers. Of the total of 34 deaths, 17 were pedestrians and 17 were drivers or passengers of private vehicles.

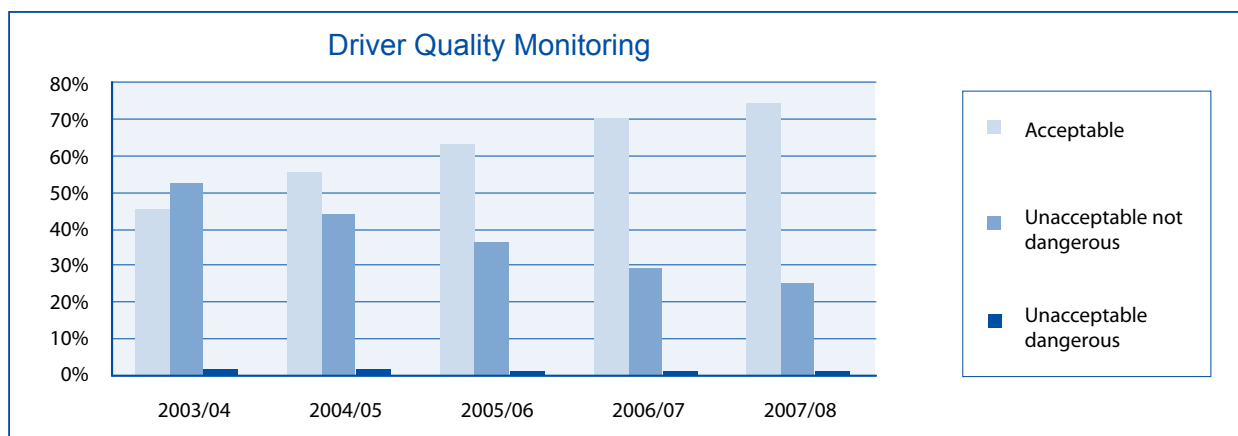
LBS has taken a number of steps to improve the safety of buses including setting up the Bus Operators Forum Safety Sub-Group to facilitate collaborative working and the sharing of best practice. Other initiatives include working with bus operators to continually improve the route risk assessment process and information gathering following fatal incidents.

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II. Driver quality monitoring (DQM)

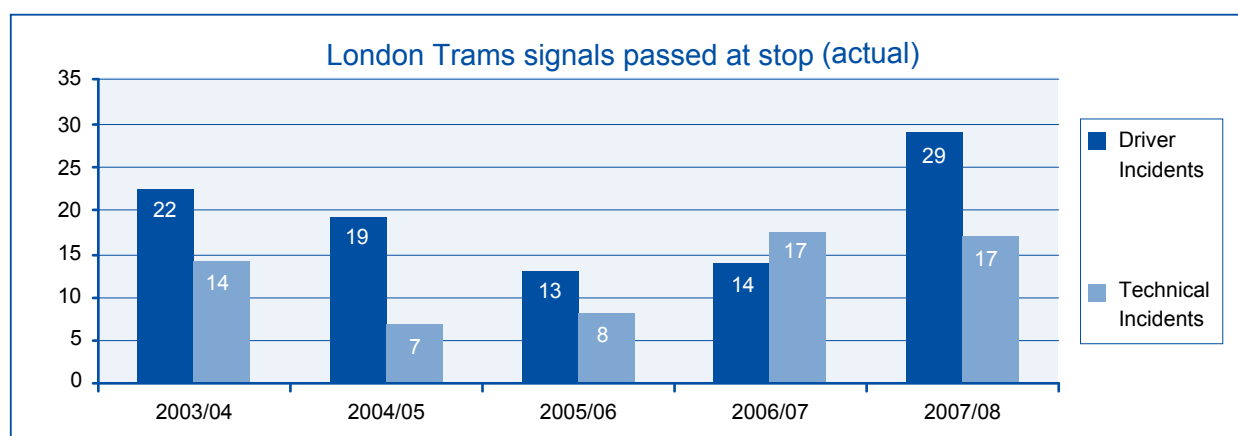
The standard of bus driving continued to improve during 2007/08. During the year 6,850 covert assessments of bus drivers were undertaken by the Driving Standards Agency on behalf of TfL. In 2007/08, 74 per cent of individual assessments were considered to be 'acceptable', representing a year-on-year improvement since 2003/04. Since 2003/04 the percentage of assessments rated as 'unacceptable not dangerous and unacceptable dangerous' has fallen from 54 to 26 with only one percent rated as 'unacceptable dangerous' in 2007/08.

The improving trend reflects TfL's and the bus operators' continued emphasis on driving standards. Since 2003 driver turnover has fallen, recruitment standards have been raised and the levels of training and supervision have increased.



III. Signals passed at stop (SPAS) on Tramlink

This indicator measures the number of occurrences of trams passing signals when the signal is at stop. This is different from railway SPADs as trams operate under 'line of sight' in a similar fashion to cars.

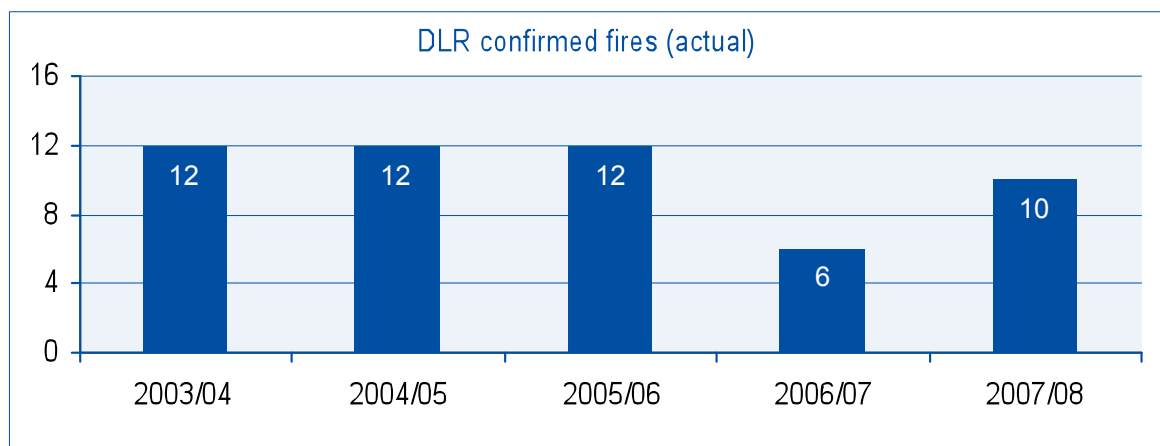


The figures for 2007/08 for SPAS incidents were 17 technical incidents, and 29 driver incidents, compared with 17 technical incidents and 14 driver incidents the previous year. The causes of the increase in driver SPAS events are being examined. It is thought that some are as a result of timeouts between demand being sent for the signal to change to allow the tram to move away from the stop, and the tram moving off and the signal reverting to stop as the tram passes it. TfL is addressing this as a priority to reduce the rising trend.

3.4.3 London Rail

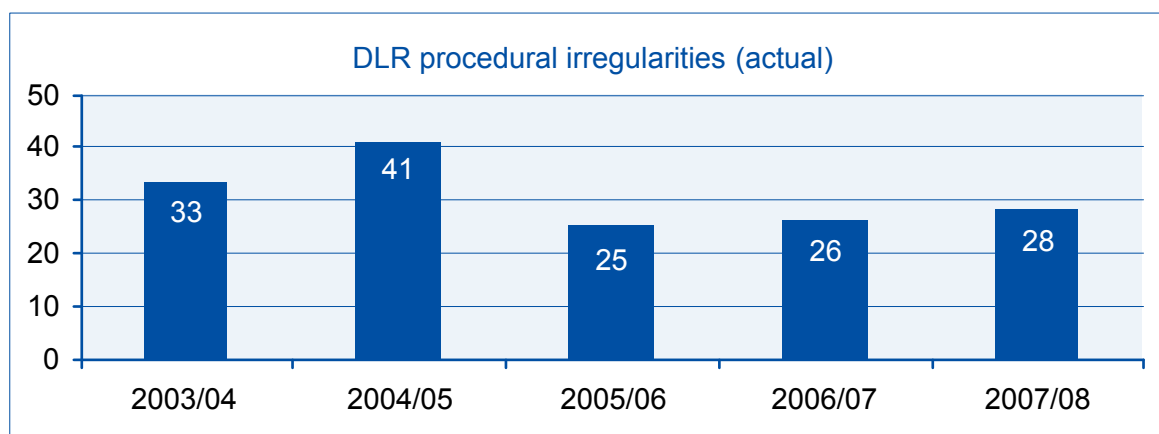
I. Confirmed fires (Docklands Light Railway)

There have been 10 instances of confirmed fires on DLR in the last year, compared with six in the previous year. While this is up on the previous year's figure, the overall trend in recent years is stable. DLR has a number of initiatives in place to keep fires to a minimum including increased patrols, an improved regime of workplace inspections, safety tours and the school visits programme.



II. Procedural irregularities

Procedural irregularities are events which can potentially lead to significant incidents on the railway. DLR has introduced various initiatives to reduce the number of procedural irregularities, reinforcing the training given to staff and analysing the irregularities to take on board any lessons which can be learnt.



There were 28 incidents of procedural irregularities during the last year. This continues a fairly consistent level of occurrence over recent years.

4 Major incidents

Incidents which are classified as major incidents are:

- Fatality to employee, contractor, transport user or member of the public on TfL property or premises (excluding suicide or suspected suicide, crime-related fatality or non-work-related medical fatality)
- Incidents resulting in three or more people requiring treatment in hospital due to accidental injury
- Significant incidents where the final total costs (loss) are (likely to be) more than £1m to TfL, including those covered by insurance
- Incidents (including environmental incidents) where prosecution is likely, there is a regulatory interest, or there is (or there is likely to be) significant media interest

TfL specifically excludes public road traffic accidents (RTAs) from this group as they are not within TfL's directly managed activities. However, it should be noted that TfL remains responsible for collating and reporting on RTAs and instigating, where appropriate, action to improve road safety. Road safety performance is reported in detail in Section 6.

There were six major incidents during the year as follows:

- In April 2007 a pedestrian was fatally injured and two other pedestrians were seriously injured in a collision at Mortlake bus stand
- In May 2007 a bus driver was fatally injured in an accident outside Peckham bus garage
- In July 2007 a westbound Central line train derailed in service after striking an object on the track between Mile End and Bethnal Green
- In August 2007 a passenger was fatally injured while alighting a bus
- In September 2007 a passenger was fatally injured following a fall on a bus
- In August 2007 a passenger was fatally injured when alighting a bus.

All major incidents are investigated to identify root causes and recommendations made are followed-up to ensure lessons learned are acted on appropriately.

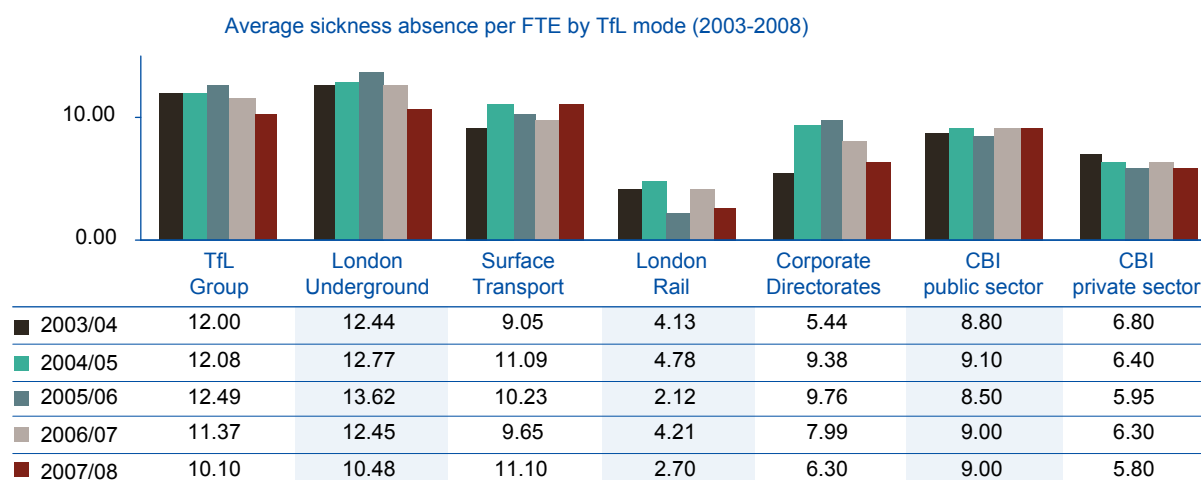
5 Occupational health and wellbeing

Introduction

This section provides information on sickness absence across TfL and describes its activities to encourage employees to improve their health and wellbeing during 2007/08.

The report compares medical reasons for sickness absence in the year 2007/08 across the TfL Group and summarises the average days lost per employee reported as being due to sickness. TfL has used the sickness absence data reported here to identify key areas of health risk in order to focus corporate interventions at an appropriate level and to allow the modes to consider further health interventions.

5.1 Analysis of medical causes of sickness absence



Annual sickness absence across TfL decreased once again this year from 11.4 days per full-time equivalent (FTE) in 2006/07 to 10.1 in 2007/08. This reflects improvements in attendance in all modes except Surface Transport. Attendance worsened in Surface Transport during the first part of 2007/08, particularly among operations-based groups of staff. Surface Transport took several measures to address this and saw improvements in the last quarter of the year.

The CBI report on sickness absence in the public sector shows no change this year compared with last year and little change in the last five years. TfL levels of sickness absence have improved over recent years but still exceed the levels the CBI reports for the public sector.

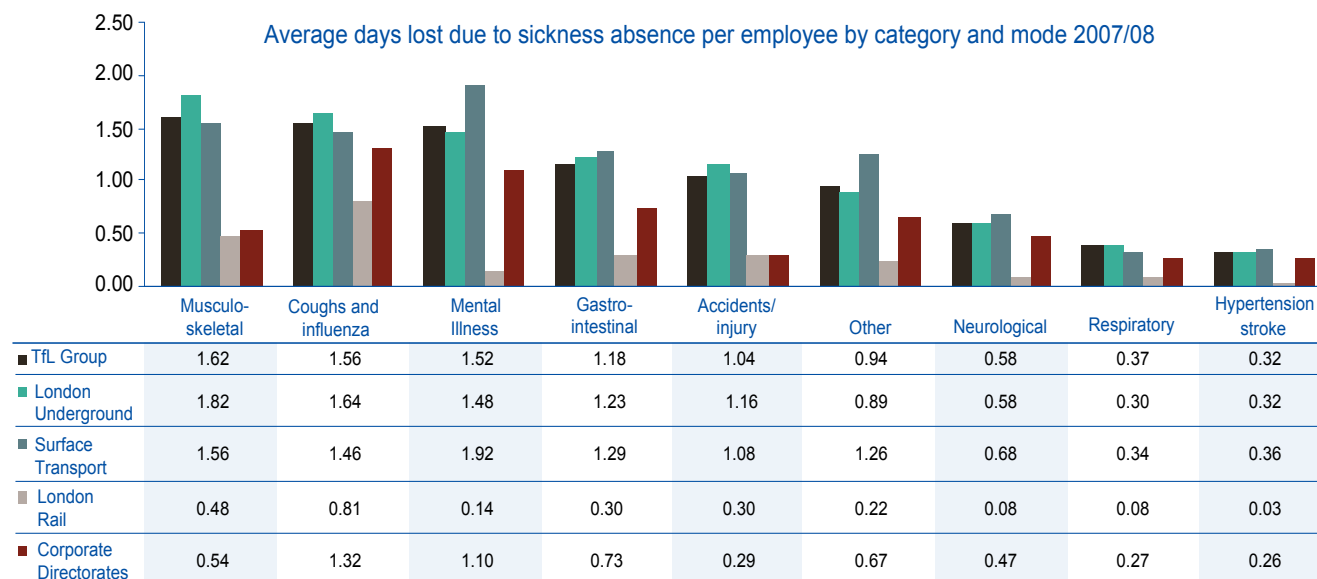
All modes have been focusing on improving attendance and all have been working closely with the human resources and occupational health teams. The Corporate Directorates' average sickness absence is now well below the CBI's reported average for the public sector and is approaching the private sector average (6.3 days per FTE compared with 5.8). London Rail's sickness absence is well below that of the private sector average (2.7 days per FTE compared to 5.8). London Underground's and Surface Transport's average sickness absence remain higher than the CBI's reported average for the public sector, probably, at least in part, due to the proportion of shift workers, who generally have higher sickness absence rates.

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Analysis of medical causes of sickness absence as a percentage of total sickness absence

	Musculoskeletal disorders	Mental illness	Coughs and influenza	Next highest cause
TfL Group	16.0	15.4	15.4	11.7 Gastrointestinal
London Underground	17.4	15.6	15.6	11.8 Gastrointestinal
Surface Transport	14.1	13.2	13.2	11.4 Other categories
London Rail	17.9	30.3	30.3	11.2 Gastrointestinal
Corporate Directorates	8.50	20.9	20.9	11.6 Gastrointestinal

As for the previous year, the three most frequently reported categories for reported sickness absence are musculoskeletal disorders, mental illnesses and coughs and influenza.



The graph above shows the average days lost due to sickness absence per employee by category and mode for the year 2007/08. It is notable that Surface Transport had considerably higher absence per employee for mental illness. As stated previously, Surface Transport is currently taking several measures to address attendance. The Corporate Directorates and London Rail had far fewer days lost per employee for accidents and injuries, which is in accord with the much lower number of operations-based staff.

5.2 Health-related activities during 2007/08

5.2.1 Cross-modal agreement of service levels for Occupational Health (OH) services

The OH team agreed the content of services and service levels with the modes and Corporate Directorates, these will be monitored on a quarterly basis. The cross-modal discussions have already led to greater uptake of services within Surface Transport and London Rail.

5.2.2 Usage of OH services

Percentage usage of OH services compared with percentage headcount

	Total staff usage (contact with OH)	% of usage	*headcount	% headcount	Ratio of usage to headcount
London Underground	25,309	82.6	13,420	67.6	1.9:1
Surface Transport	3,678	12.0	4,210	21.2	0.87:1
London Rail	89	0.30	197	1.00	0.45:1
Corporate Directorates	1,382	4.50	2,021	10.2	0.68:1
Contractors	171	0.60	-	-	-
Total	30,629	100	19,848	100	-

**FTE number of staff exclusive of contactors and agency staff on the OH database.*

This table shows that London Underground continues to use OH services more heavily than other modes, which reflects the proportion of operations-based staff in London Underground.

5.2.3 New OH service – lower limb class

The lower limb class consists of an initial assessment and advice for employees with lower limb disorders. It was introduced in April 2007 and is open to all TfL employees. The aim of the classes is to speed up recovery time, reduce risk of recurrence and achieve fitness for work. In London Underground there has been a 15 per cent reduction in working days lost for lower limb conditions; this represents 2,576 working days saved in the year since the class began.

5.2.4 Focus on employee attendance

There was a major focus on improving the management of attendance during the year, particularly for London Underground and Surface Transport. Surface Transport also trialled the use of an outside company to assist in the management of absence and will assess the effectiveness of this approach in 2008/09.

5.2.5 Progress with mental health workstream

An analysis of the London Underground employee survey ('Speak Up') was made to identify whether there are any particular mental health issues and in what areas they lie. The OH team is currently working with London Underground operational managers, HR advisers and employee representatives to agree a plan to address the issues identified.

The OH team is reviewing the employee survey used for Surface Transport, London Rail and the Corporate Directorates ('Your Say') to ensure that the relevant questions are asked, to allow a similar analysis in 2008/09.

5.2.6 Pro-active work to promote general health improvement

Health fairs were run within London Underground, London Rail and the Corporate Directorates and were very well received. The London Underground annual programme of fairs is targeted at operations-based staff, and the aim is to make the fairs welcoming, informal and informative. Attendance continues to increase and feedback is positive. As usual, an influenza vaccination programme was run during the winter months.

5.2.7 Recognition of TfL's work on health

London Underground won the employee benefits 2007 award for best healthcare strategy in recognition of its annual programme of health fairs. Its work was also commended in the House of Lords this year.

6 Road safety

A total of 23,210 road traffic collisions that occurred on the public highway within Greater London and resulted in personal injury were reported to the Metropolitan and City Police during 2007. This represents a six per cent decrease compared with 2006. These collisions resulted in 28,361 casualties. Of these, 222 were fatally injured while 3,562 were seriously injured and 24,577 were slightly injured.

In March 2000 the Government announced a new national road safety strategy and casualty reduction targets for 2010. The casualty reduction targets to be achieved by 2010, compared with the 1994-98 average, are:

- Forty per cent reduction in casualties killed or seriously injured (KSIs)
- Fifty per cent reduction in child KSIs
- Ten per cent reduction in the slightly injured casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

London's Road Safety Plan supports the national targets and recommended further targets for reducing the numbers of pedestrians, pedal cyclists and powered two-wheeler rider KSIs by 40 per cent by 2010.

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By 2004, these targets had largely been achieved in London, apart from those for powered two-wheeler riders. Following consultation with key stakeholders, more stringent targets for the Capital were announced in March 2006, to be achieved by 2010. These are:

- Fifty per cent reduction in the number of KSIs
- Fifty per cent reduction in the number of cyclist and pedestrian KSIs
- Forty per cent reduction in powered two-wheeler rider KSIs (unchanged)
- Sixty per cent reduction in child KSIs
- Twenty-five per cent reduction in the slightly injured casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

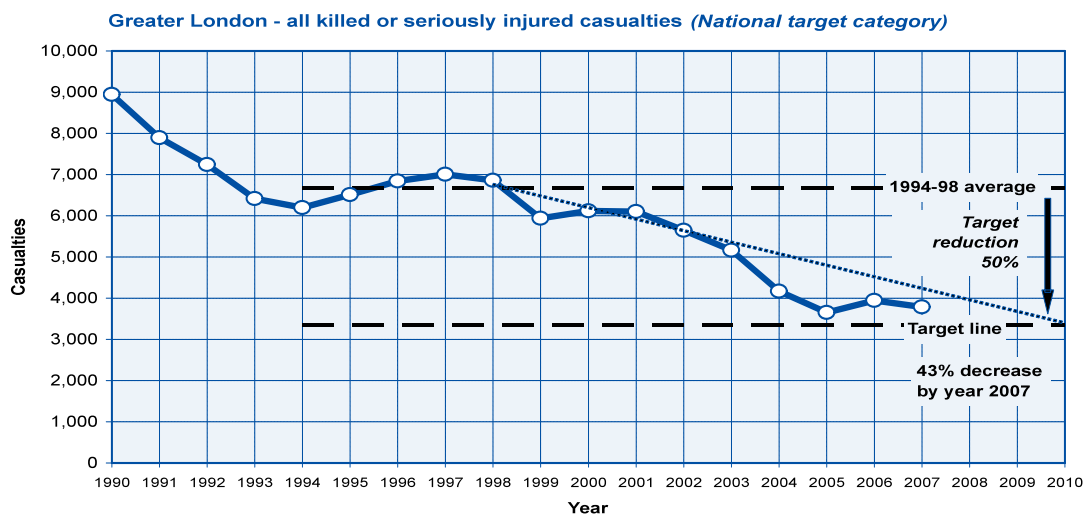
TfL's Road Safety Unit has an extensive programme aimed at reducing casualties for vulnerable road users including a range of educational initiatives with free Traffic Clubs for all three year olds in London, Theatre in Education for 10/11 year olds and TV and cinema adverts aimed at teenagers. A series of TV and cinema advertisements aimed at making drivers aware of motorcycles and to emphasis the dangers to bikers was also delivered. Speed awareness and red light running courses are also being given to offending drivers.

There is also a safety camera installation programme targeting areas with high casualty rates. Safety cameras have contributed to over a 60 per cent reduction in the number of people killed or seriously injured in their vicinity.

Also, the road safety engineering team work closely with the London Boroughs to fund road safety schemes where a reduction in casualties can be achieved.

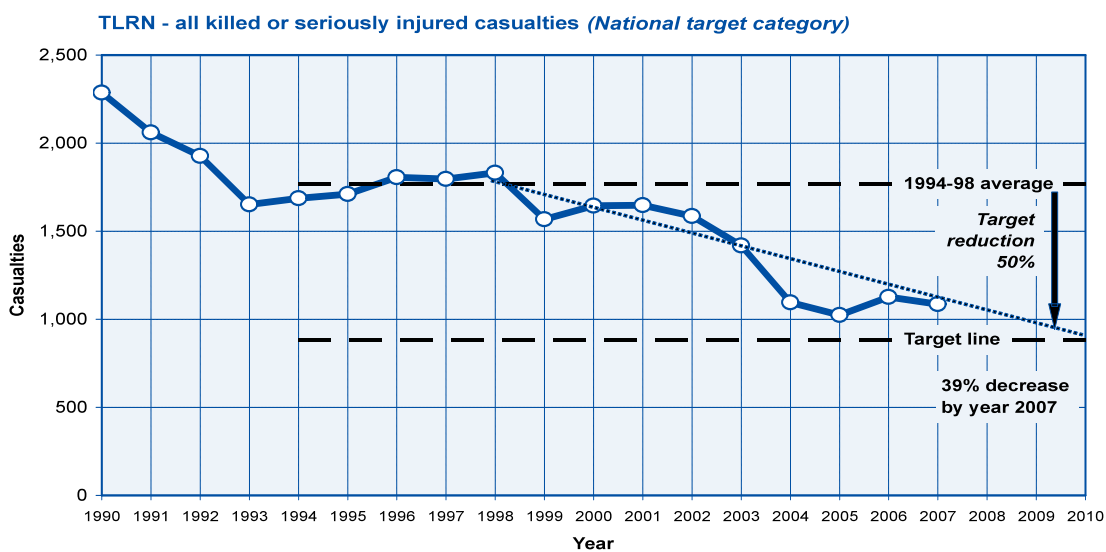
The following graphs show a breakdown of type of injury by road user, comparing the numbers for Greater London as a whole and for the Transport for London Road Network (TLRN), for which TfL is responsible. They also show progress towards the new revised targets for the year ending December 2007.

6.1 All killed or seriously injured (KSI) casualties



Fatalities in 2007 decreased by four per cent compared with 2006, from 231 to 222. Serious injuries also decreased by four per cent while slight injuries fell by five per cent. Overall, casualties decreased by five per cent.

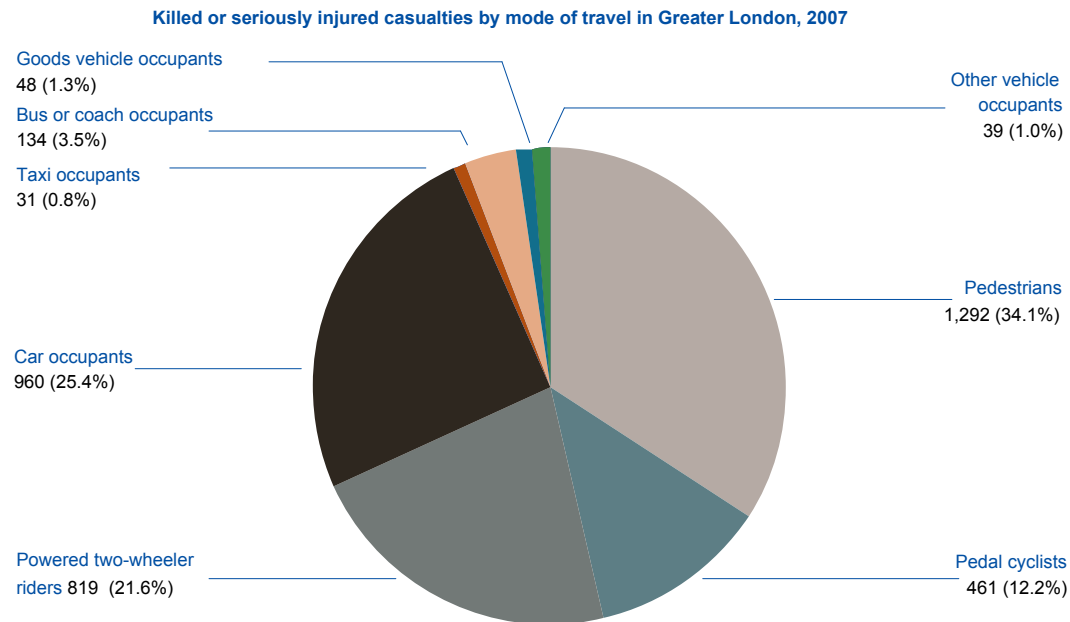
All KSIs were 43 per cent below the 1994-98 average following a four per cent decrease in 2007. However, for fatalities (the graphs only refer to KSIs), it should be noted that following the decrease of four per cent compared with 2006, they were 11 per cent below the 1994-98 average by 2007.



The trend for the TLRN largely reflects that for Greater London, with a decrease of 39 per cent from the 1994-98 average, following a decrease of four per cent in 2007.

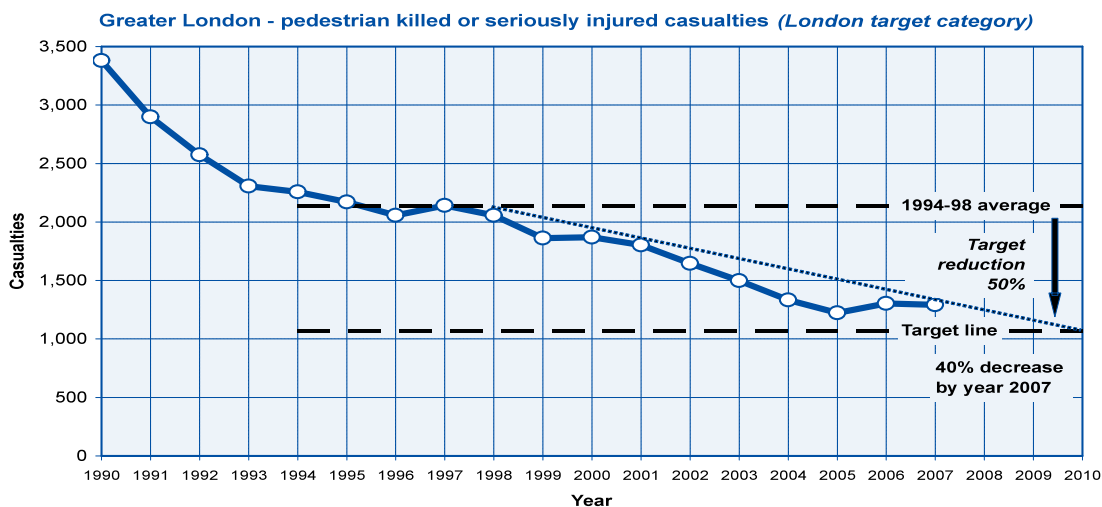
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The diagram below indicates the distribution of KSIs by mode for all roads in Greater London in 2007:

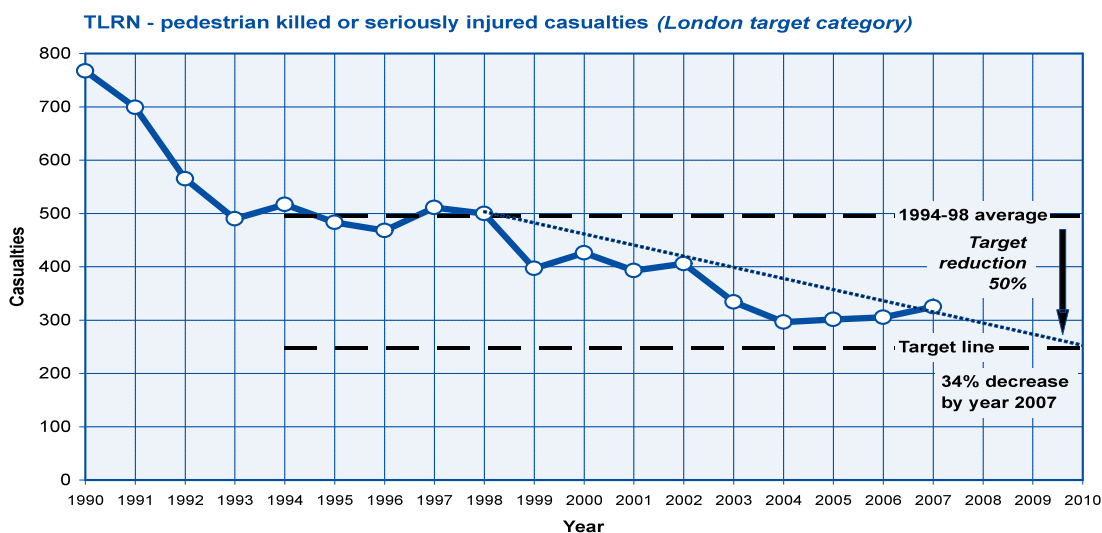


6.2 Pedestrian KSIs

Pedestrians accounted for 49 per cent of all fatalities and 34 per cent of all serious injuries in 2007. Overall, pedestrian casualties decreased by five per cent compared with 2006. However, within this figure pedestrian fatalities increased by nine per cent to 109, serious injuries decreased by two per cent and slight injuries decreased by seven per cent.



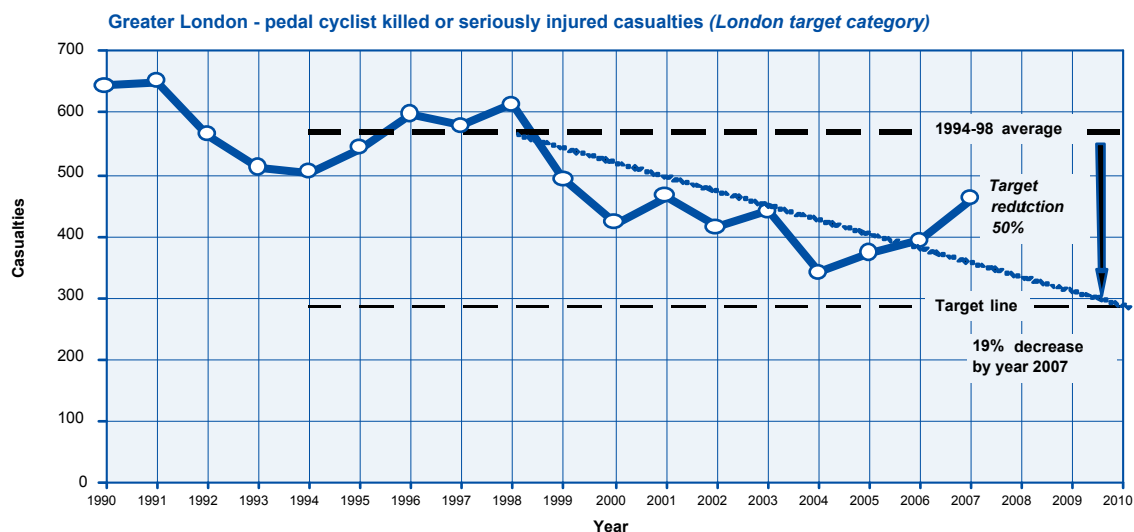
Pedestrians killed or seriously injured were 40 per cent below the 1994-98 average, after a one per cent decrease in 2007.



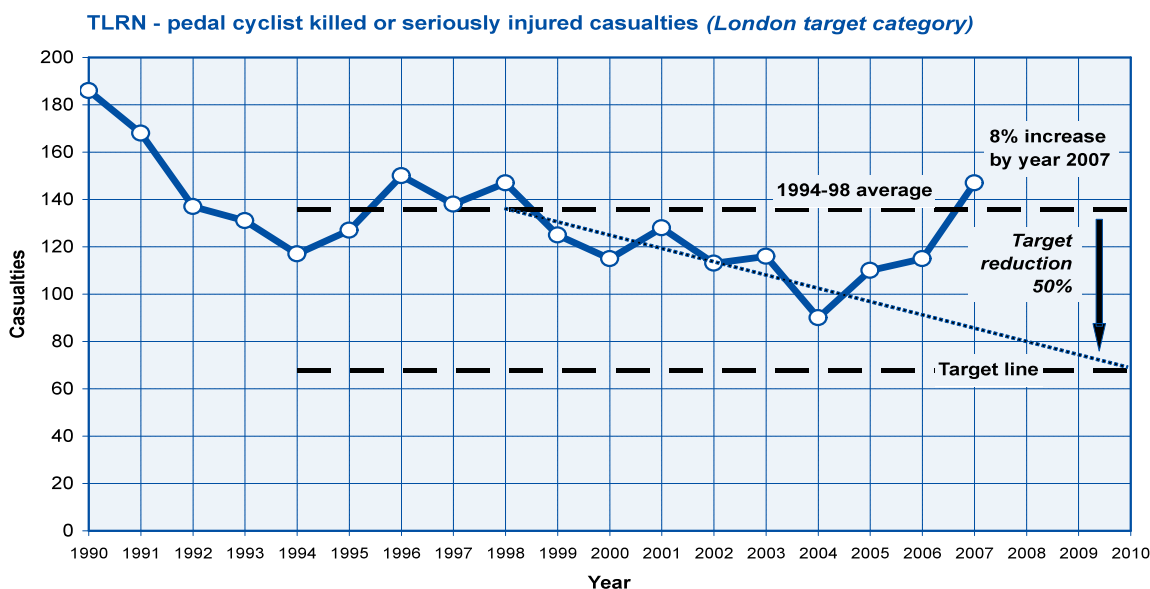
The trend for the TLRN largely mirrors that of Greater London with a decrease of 34 per cent compared with the 1994-98 average. However, an increase of seven per cent was noted in 2007 in pedestrian KSIs.

6.3 Pedal cyclist KSIs

In 2007, pedal cyclists accounted for 11 per cent of all casualties and seven per cent of all fatalities. Casualties increased by less than one per cent compared with 2006. Within this, the number of fatalities decreased from 19 in 2006 to 15 in 2007, serious injuries increased by 20 per cent and slight injuries decreased by two per cent.



Pedal cyclist KSIs were 19 per cent below the 1994-98 average, following an 18 per cent increase in 2007.

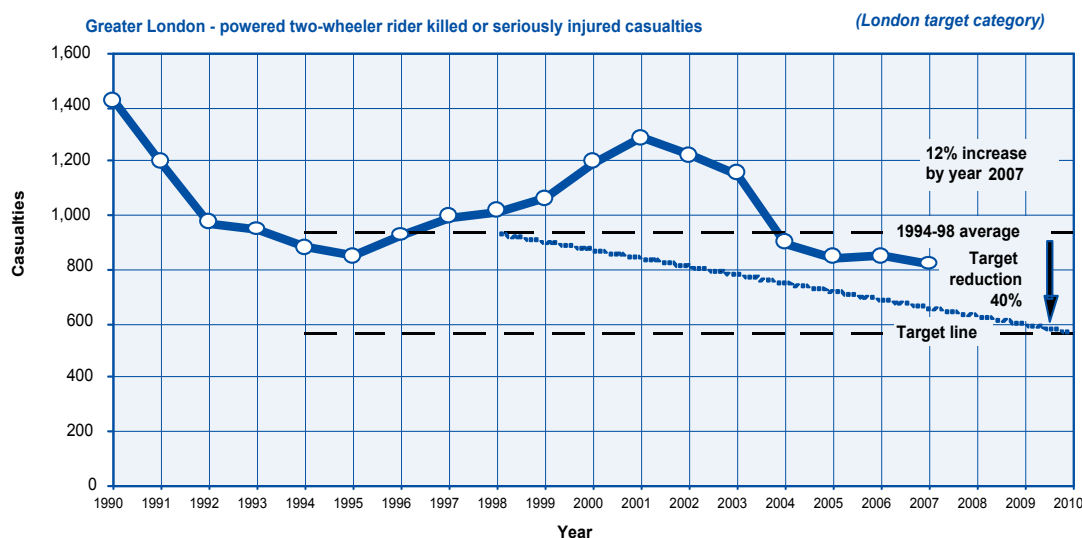


The trend for the TLRN largely follows that of Greater London, but with an increase of 28 per cent from 2006 to 2007. This means that by 2007, pedal cyclist KSIs were eight per cent above the 1994-98 average.

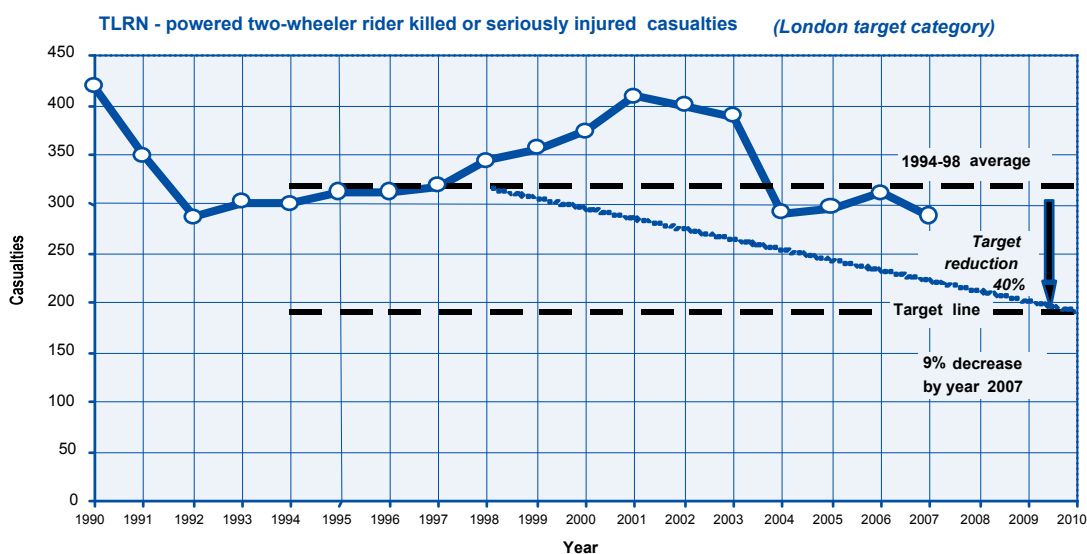
The increases in pedal cyclist KSIs on all roads and the TLRN are probably due to the considerable increase in the amount of cycling in London in recent years. This is the third year in a row where there has been an increase in pedal cyclist KSIs on all roads and the TLRN.

6.4 Powered two-wheeler rider KSIs

Riders and passengers of powered two-wheelers accounted for 16 per cent of all casualties and 18 per cent of all fatalities. In 2007, powered two-wheeler rider casualties saw an overall decrease of five per cent from 2006, and fatalities decreased by two per cent from 43 to 41. Serious injuries decreased by three per cent and slight injuries decreased by five per cent.

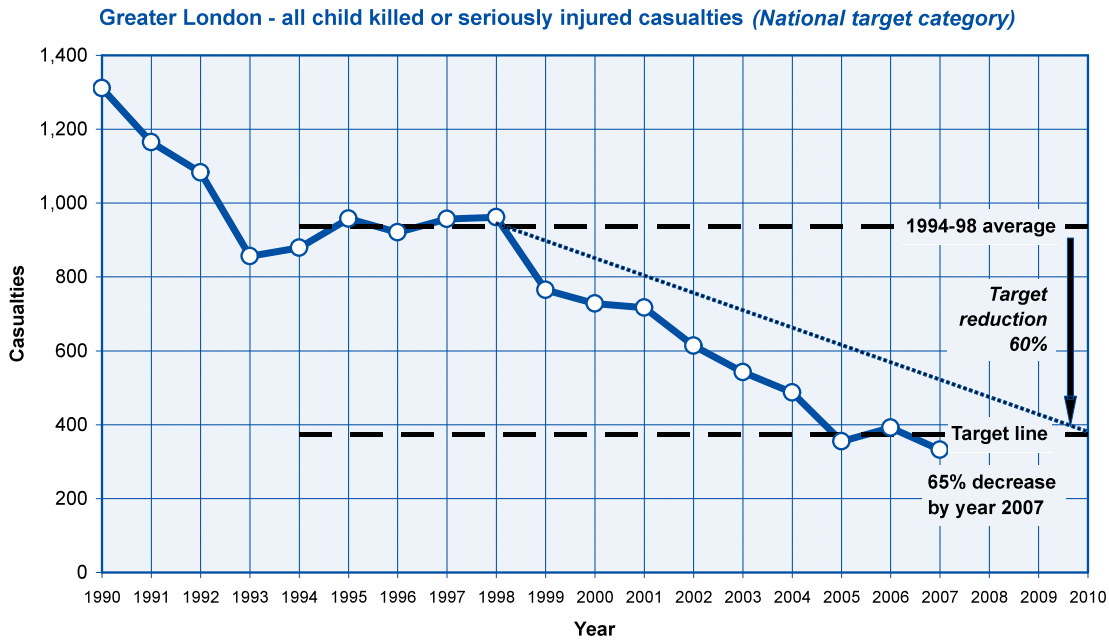


Powered two-wheeler rider KSIs are below the 1994-98 average for the fourth year running. By 2007, powered two-wheeler rider KSIs were 12 per cent below the 1994-98 average.

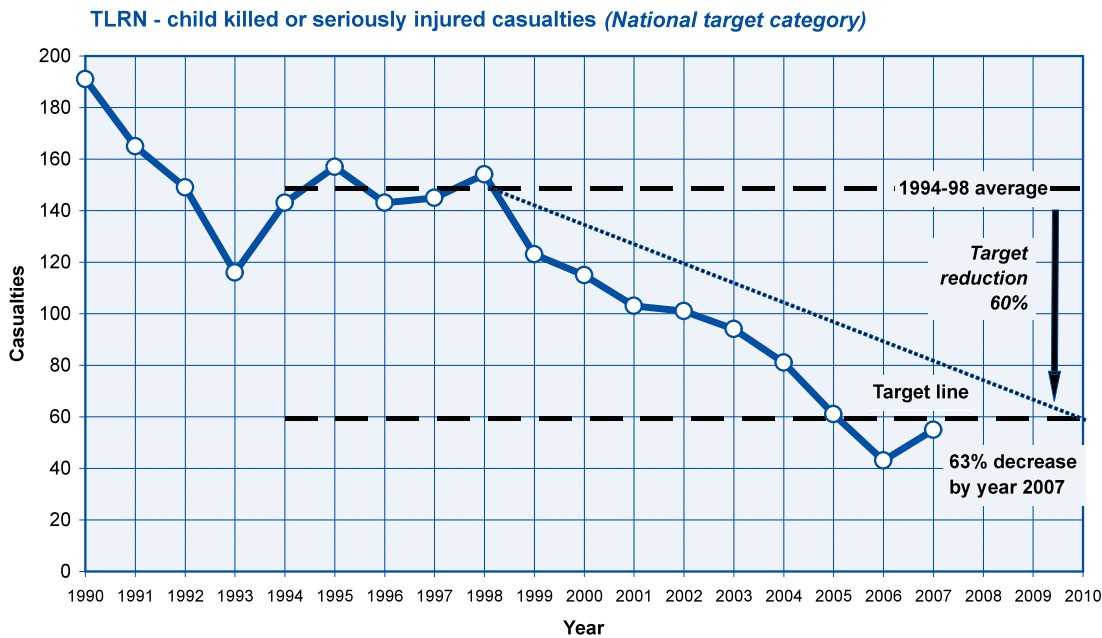


The trend for the TLRN is broadly similar to that of Greater London as a whole, with a decrease of seven per cent in 2007. KSI casualties are now nine per cent below the 1994-98 average.

6.5 Child KSIs

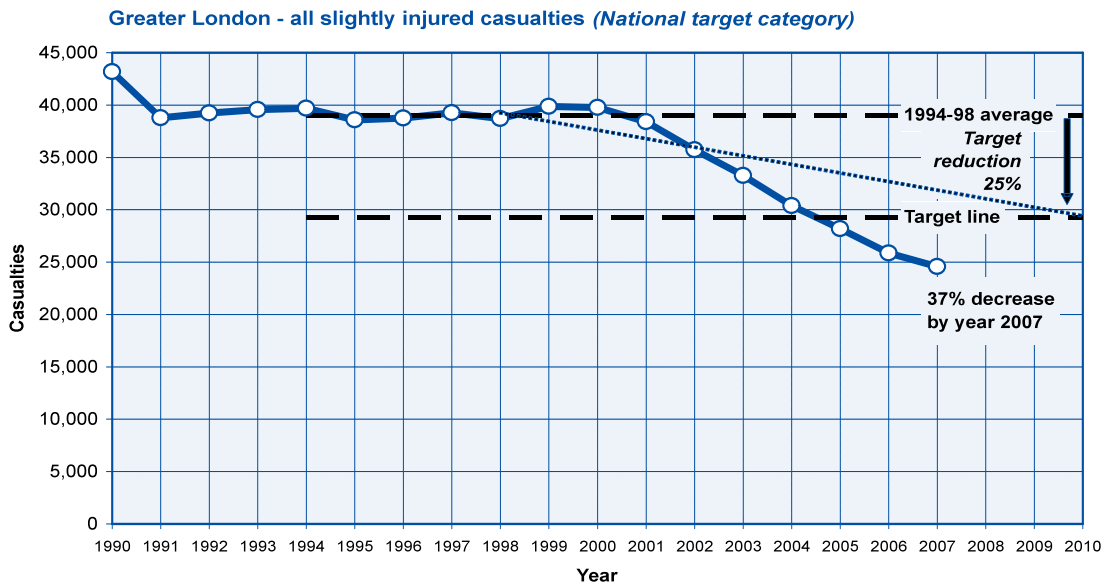


After a 16 per cent decrease in 2007, all child KSIs were 65 per cent below the 1994-98 average.

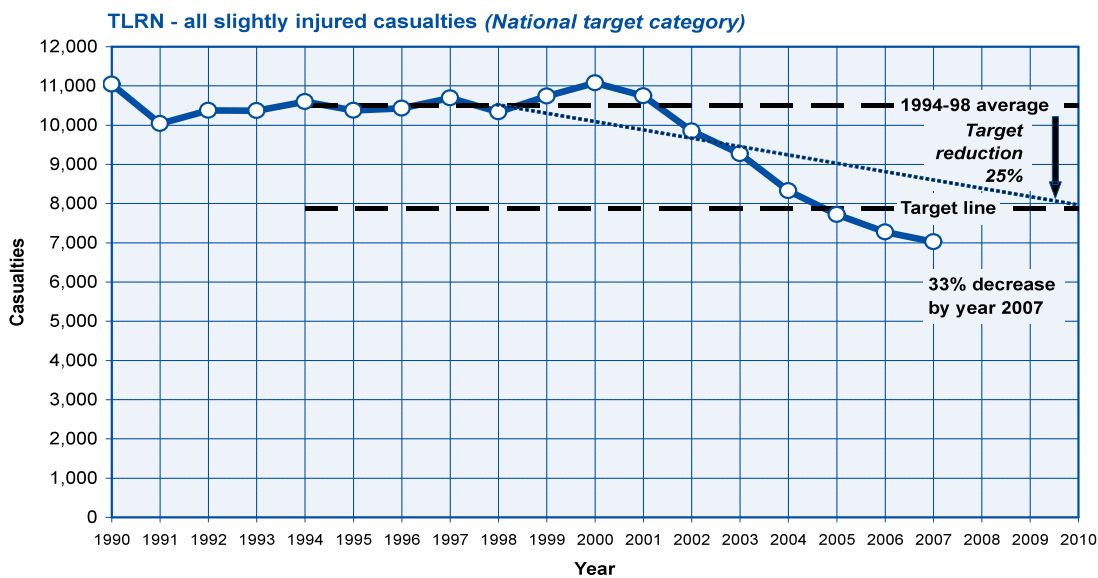


In 2007, child KSIs on the TLRN increased for the first time since 1998 (by 28 per cent), although the numbers in this category are relatively small. Despite this increase in 2007, child KSIs on the TLRN were 63 per cent below the 1994-98 average.

6.6 Slightly injured casualties



After a five per cent decrease in 2007, slightly injured casualties were 37 per cent below the 1994-98 average.



The trend for the TLRN mirrors that of Greater London, with slightly injured casualties being 33 per cent below the 1994-98 average, following a decrease of four per cent in 2007.

7. Appendices

7.1 London Underground data

Customer injuries (London Underground)

Year	Fatal	Major	Minor	Customer journeys (millions)
2003/04	5	136	2,430	947.53
2004/05	4	118	2,479	981.76
2005/06	2	117	2,446	964.53
2006/07	2	150	2,445	1,014.33
2007/08	0	144	3,258	1,072.50

Employee on-duty injuries (London Underground)

Injuries sustained as a result of physical assault are included.

Year	Fatal	Major	Minor	Employee numbers
2003/04	0	7	2,686	12,994
2004/05	0	8	3,062	13,094
2005/06	0	10	2,910	13,366
2006/07	0	8	2,749	14,000
2007/08	0	23	3,047	14,388

Contractor injuries (London Underground)

Year	Fatal	Major	Minor
2003/04	0	11	1,366
2004/05	0	15	1,619
2005/06	0	17	787
2006/07	0	10	117
2007/08	0	13	138

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Employee assaults (London Underground)

Year	Actual	Employee numbers
2003/04	1,610	12,994
2004/05	1,877	13,094
2005/06	1,639	13,366
2006/07	2,024	14,000
2007/08	1,881	14,388

Contractor assaults (London Underground)

Year	Actual
2003/04	26
2004/05	22
2005/06	24
2006/07	12
2007/08	24

PTI incidents (London Underground)

Year	Actual
2003/04	583
2004/05	707
2005/06	633
2006/07	664
2007/08	860

Confirmed fires (London Underground)

Year	Actual
2003/04	446
2004/05	300
2005/06	249
2006/07	212
2007/08	164

SPADS (London Underground)

Year	Actual
2003/04	951
2004/05	939
2005/06	775
2006/07	952
2007/08	913

7. Appendices

7.2 Surface Transport data

Customer injuries (including East Thames Buses (ETB) values, Surface Transport)

Year	Fatal	Major	Minor	Customer journeys (millions)
2003/04	1	621	2,709	1,723.42
2004/05	2	729	2,263	1,681.24
2005/06	3	866	2,486	1,560.43
2006/07	3	1,238	3,003	1,906.10
2007/08	4	1,169	3,206	2,215.69

Employee on-duty injuries (Surface Transport)

Year	Fatal	Major	Minor	Employee numbers
2003/04	0	6	93	3,197
2004/05	1	8	140	3,548
2005/06	0	6	172	3,744
2006/07	0	0	159	4,577
2007/08	0	3	224	4,632

Contractor injuries (including ETB in Surface Transport)

Year	Fatal	Major	Minor
2003/04	1	186	838
2004/05	0	146	433
2005/06	1	158	450
2006/07	0	106	419
2007/08	1	149	455

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Employee assaults (Surface Transport)

Year	Actual	Employees numbers
2003/04	116	3,197
2004/05	165	3,548
2005/06	170	3,744
2006/07	229	4,228
2007/08	215	4,632

Contractor assaults (Surface Transport)

Year	Actual
2003/04	1,270
2004/05	627
2005/06	1,105
2006/07	708
2007/08	1,168

LBSL road user incident rates (per million miles operated) (Surface Transport)

	2003/04	2004/05	2005/06	2006/07	2007/08
Minor total	400	440	403	397	576
Minor rate	1.472	2.023	1.680	1.417	1.978
Major total	328	270	614	388	336
Major rate	1.207	1.241	2.559	1.385	1.154
Fatality total	11	12	15	12	34
Fatality rate	0.040	0.055	0.063	0.043	0.120
Miles - millions	271.67	217.49	239.92	280.23	291.18

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Driver quality monitoring (Surface Transport)

	2003/04	2004/05	2005/06	2006/07	2007/08
Acceptable %	45	55	63	70	74
Unacceptable not dangerous %	52	44	36	29	25
Unacceptable dangerous %	2	2	1	1	1

Signals passed at stop (Trams)

	2003/04	2004/05	2005/06	2006/07	2007/08
Driver SPAS	22	19	13	14	29
Technical SPAS	14	7	8	17	17
Customer journeys (millions)	19.30	21.06	22.50	24.74	26.00

7. Appendices

7.3 London Rail data

Customer injuries (London Rail)

Year	Fatal	Major	Minor	Customer journeys (millions)
2003/04	0	3	86	48.4
2004/05	0	4	75	50.1
2005/06	0	7	33	53.0
2006/07	0	4	64	61.0
2007/08	1	4	35	66.6

Employee on-duty injuries (London Rail)

Year	Fatal	Major	Minor	Employee numbers
2003/04	0	0	1	26
2004/05	0	0	0	96
2005/06	0	0	3	101
2006/07	0	0	6	138
2007/08	0	0	10	180

Contractor injuries (London Rail)

Year	Fatal	Major	Minor
2003/04	0	8	62
2004/05	0	6	36
2005/06	0	0	26
2006/07	0	3	73
2007/08	0	10	104

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Employee assaults (London Rail)

Year	Actual	Employee numbers
2003/04	0	26
2004/05	0	96
2005/06	0	101
2006/07	0	170
2007/08	0	180

Contractor assaults (London Rail)

Year	Actual
2003/04	172
2004/05	165
2005/06	97
2006/07	88
2007/08	41

Procedural irregularities (London Rail)

Year	Number
2003/04	33
2004/05	41
2005/06	25
2006/07	26
2007/08	28

Confirmed fires (London Rail)

Year	Number
2003/04	12
2004/05	12
2005/06	12
2006/07	6
2007/08	10

7. Appendices

7.4 Corporate Directorates data

Employee on-duty injuries (Corporate Directorates)

Year	Fatal	Major	Minor	Employee numbers
2003/04	0	2	64	1,609
2004/05	0	1	45	1,633
2005/06	0	0	43	1,613
2006/07	0	1	54	2,011
2007/08	0	2	48	2,336

Contractor injuries (Corporate Directorates)

Year	Fatal	Major	Minor
2003/04	0	0	0
2004/05	0	0	1
2005/06	0	1	3
2006/07	0	3	11
2007/08	0	1	9

Employee assaults (Corporate Directorates)

Year	Actual	Employee numbers
2003/04	2	1,609
2004/05	0	1,633
2005/06	0	1,602
2006/07	0	2,011
2007/08	1	2,336

Contractor assaults (Corporate Directorates)

Year	Actual
2003/04	0
2004/05	0
2005/06	0
2006/07	0
2007/08	0

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Casualties in 12 months ending December 2007 compared with 1994-98 average and 12 months ending December 2006

Casualty severity	User group	Casualty numbers			Percentage change in 2007 over	
		1994-1998 average	2006	2007	2006	1994-1998 average
Fatal	Pedestrians	136.0	100	109	9%	-20%
	Pedal cyclists	14.8	19	15	-21%	1%
	Powered two-wheeler riders	33.6	43	41	-5%	22%
	Car occupants	55.4	61	52	-15%	-6%
	Bus or coach occupants	3.0	4	1	-75%	-67%
	Other vehicle occupants	6.0	4	4	0%	-33%
	Total	248.8	231	222	-4%	-11%
Fatal and serious	Pedestrians	2,136.6	1,303	1,292	-1%	-40%
	Pedal cyclists	566.8	392	461	18%	-19%
	Powered two-wheeler riders	932.8	848	819	-3%	-12%
	Car occupants	2,568.8	1,106	960	-13%	-63%
	Bus or coach occupants	256.4	159	134	-16%	-48%
	Other vehicle occupants	223.0	138	118	-14%	-47%
	Total	6,684.4	3,946	3,784	-4%	-43%
	Child pedestrians	591.6	267	251	-6%	-58%
	Child pedal cyclists	110.6	37	22	-41%	-80%
	Child car passengers	195.0	60	37	-38%	-81%
	Child bus/coach passengers	20.8	16	12	-25%	-42%
	Other child casualties	17.4	12	10	-17%	-43%
	Children (under 16 years)	935.4	392	332	-15%	-65%
Slight*	Pedestrians	7,155.2	4,238	3,960	-7%	-45%
	Pedal cyclists	3,845.6	2,566	2,509	-2%	-35%
	Powered two-wheeler riders	5,139.4	3,827	3,629	-5%	-29%
	Car occupants	19,314.0	12,741	12,255	-4%	-37%
	Bus or coach occupants	2,017.4	1,511	1,274	-16%	-37%
	Other vehicle occupants	1,525.2	981	950	-3%	-38%
	Total	38,996.8	25,864	24,577	-5%	-37%
All severities	Pedestrians	9,291.8	5,541	5,252	-5%	-43%
	Pedal cyclists	4,412.4	2,958	2,970	0%	-33%
	Powered two-wheeler riders	6,072.2	4,675	4,448	-5%	-27%
	Car occupants	21,882.8	13,847	13,215	-5%	-40%
	Bus or coach occupants	2,273.8	1,670	1,408	-16%	-38%
	Other vehicle occupants	1,748.2	1,119	1,068	-5%	-39%
	Total	45,681.2	29,810	28,361	-5%	-39%

NB. Shaded areas show the national and London casualty reduction target categories.

* The Government's target is for a 10 per cent reduction in the slightly injured casualty rate per 100 million vehicle kilometres. Until guidance is received from the Department for Transport on how this should be measured, slightly injured casualties are shown as casualty numbers rather than a casualty rate.