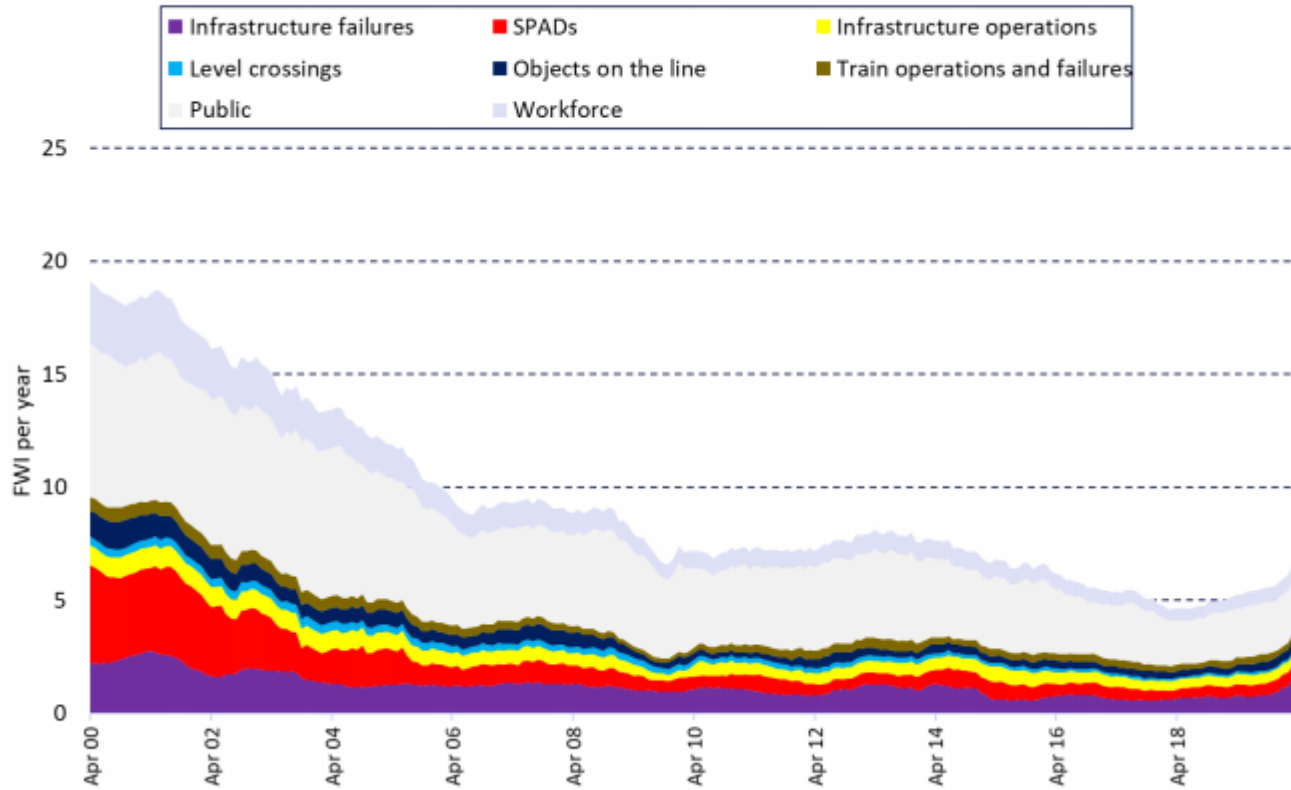


Why do we need a strategy?

Figure 1 Twenty-year trend in the passenger PIM

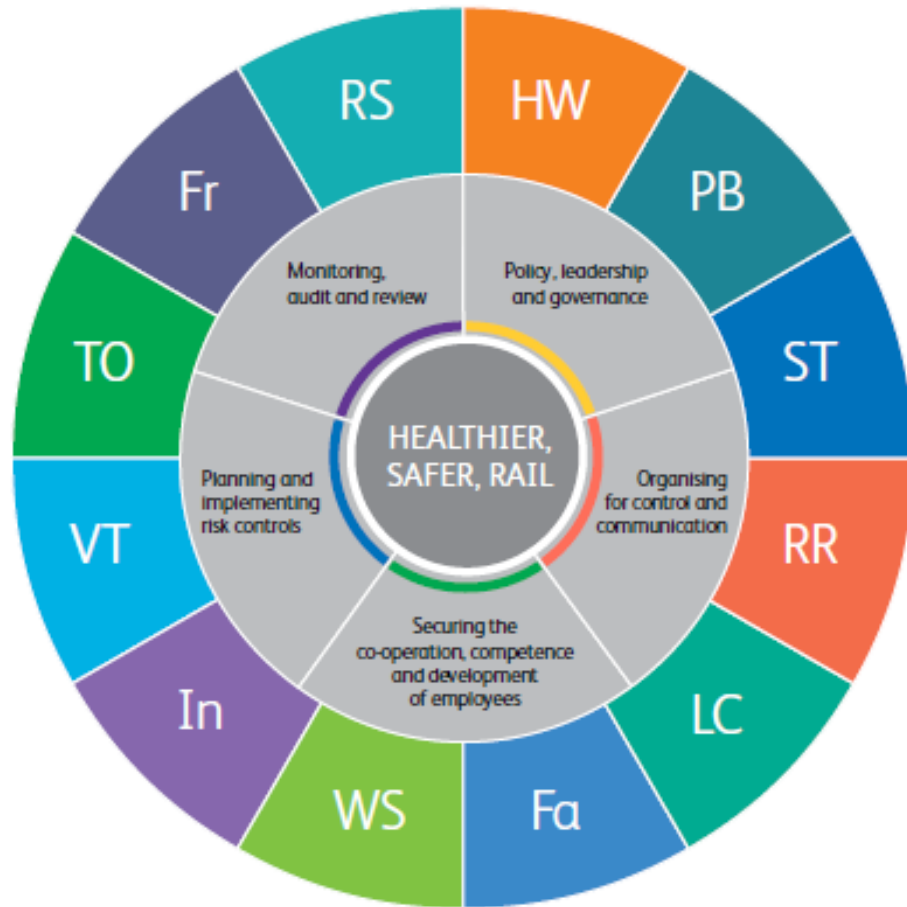


RSSB Uplifted LHSBR and assumed responsibility for delivery

1. Strategy document - issued 2 April
2. Implementation document –published 13 July
3. Summary for Senior Leaders

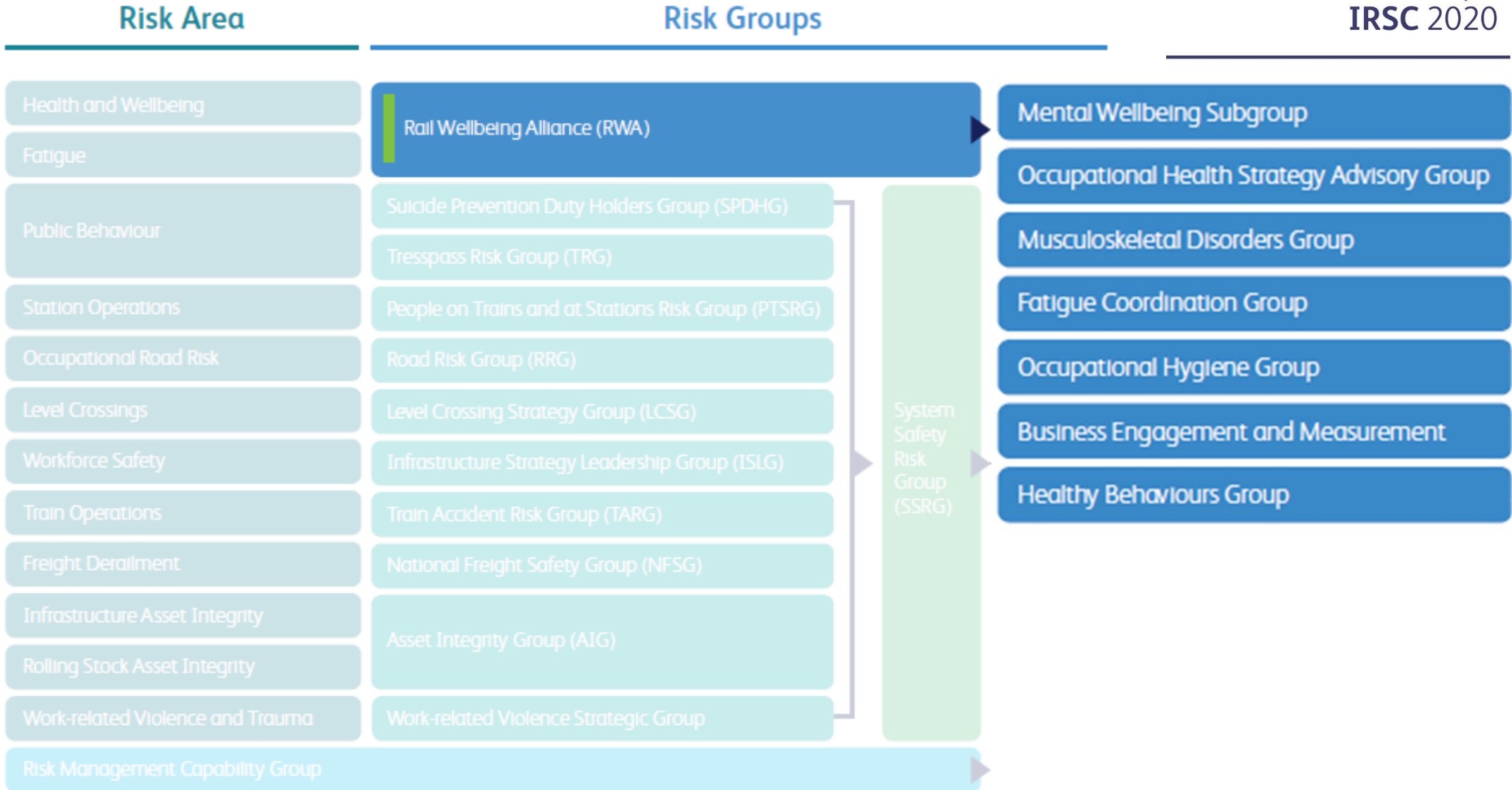


12 Risk and 5 Capability Areas



- HW Health and Wellbeing
- PB Public Behaviour
- ST Station Operations
- RR Occupational Road Risk Management
- LC Level Crossings
- Fa Fatigue Risk Management
- WS Workforce Safety
- In Infrastructure asset integrity
- VT Work-related violence and trauma
- TO Train Operations
- Fr Freight Derailment
- RS Rolling stock asset integrity

<https://www.rsb.co.uk/What-We-Do/Leading-health-and-safety-on-Britains-railway>



5 Level Crossings

Vision

The industry working together to continually improve level crossing risk management.

Where are we now?

Level crossings are sited where roads and paths cross the railway. So, the potential for collisions between users and trains is ever present. While Network Rail leads on level crossing management for the railway, there is a large community of public highway owners and users that has an influence on level crossing risk. Over recent years significant effort has been put into reducing the risk arising from level crossing use, and we have one of the best safety records in Europe. This has included closures, upgrades, implementation of new technologies such as automated full barrier crossings, improvements to the risk assessment process and educational campaigns like *Stay Safe with Thomas*.

Network Rail is committed to making the railway a safer place and has developed its own long-term strategy 'Enhancing Level Crossing Safety 2019 -2029'. The principles set out in the strategy reflect a vision of continuous improvement and ultimately zero harm from level crossings by removal.

Strategic Challenge 1: There are around 6000 level crossings on GB railways and no two are the same. Each needs a unique risk assessment to inform decisions around its management.

Strategic Activity: Improve the quality of risk assessments undertaken by level crossing managers.

Strategic Activity: Improve the number and quality of reports of near miss and close call incidents at level crossings.

Measure of success: Provision of improved evidence in decision making in the deployment of risk reduction measures.

Strategic Challenge 2: Closing and upgrading level crossings has the most impact on the underlying risk however there are many obstacles in achieving this.

Strategic Activity: Improve stakeholder management to make better and more informed cases for crossing closures.

Strategic Activity: Research and develop emerging technologies that will lead to cost effective level crossing upgrades.

10 Train Operations

Vision

The operation of trains sees a continuous, sustainable reduction in risk.

Where are we now?

In the three years since the LHSBR train operations section was published, the rail industry has seen the introduction of these improvements in train operations risk management:

- Launch of the Signals Passed at Danger (SPADs) Risk Reduction Strategy
- New requirements for defective on-train equipment, that reduce early train termination with no significant effect on safety risk
- Launch of the Red Aspect Approach to Signals Toolkit (RAATS)
- Publication of the sixth edition of the Low Adhesion Manual
- Improved collaboration at the route and national level
- Publication of tools to help manage train driver cognitive underload
- Publication of the Safety Critical Communications Manual
- Improved functionality in SMIS for reporting the causes of safety events

To achieve the vision, industry will now need to focus effort on addressing these strategic challenges.

Strategic Challenge 1: There is inconsistency across the industry in how SPAD risk is managed.

Strategic Activity: Share cross-industry good practice, initiatives and activities that have positively impacted on SPAD risk management.

Measure of success: An effective SPAD strategy is developed, embedded and used within the industry to manage and reduce the risk from SPADs.

Strategic Challenge 2: The industry doesn't fully understand the context in which signals are approached at danger and where the likelihood of a SPAD is greatest.

Strategic Activity: Maintain and develop the Red Aspect Approaches to Signals (RAATS) toolkit.

Strategic Activity: Develop the Red Aspect Approaches by Train Service (RABYTS) extension to RAATS.

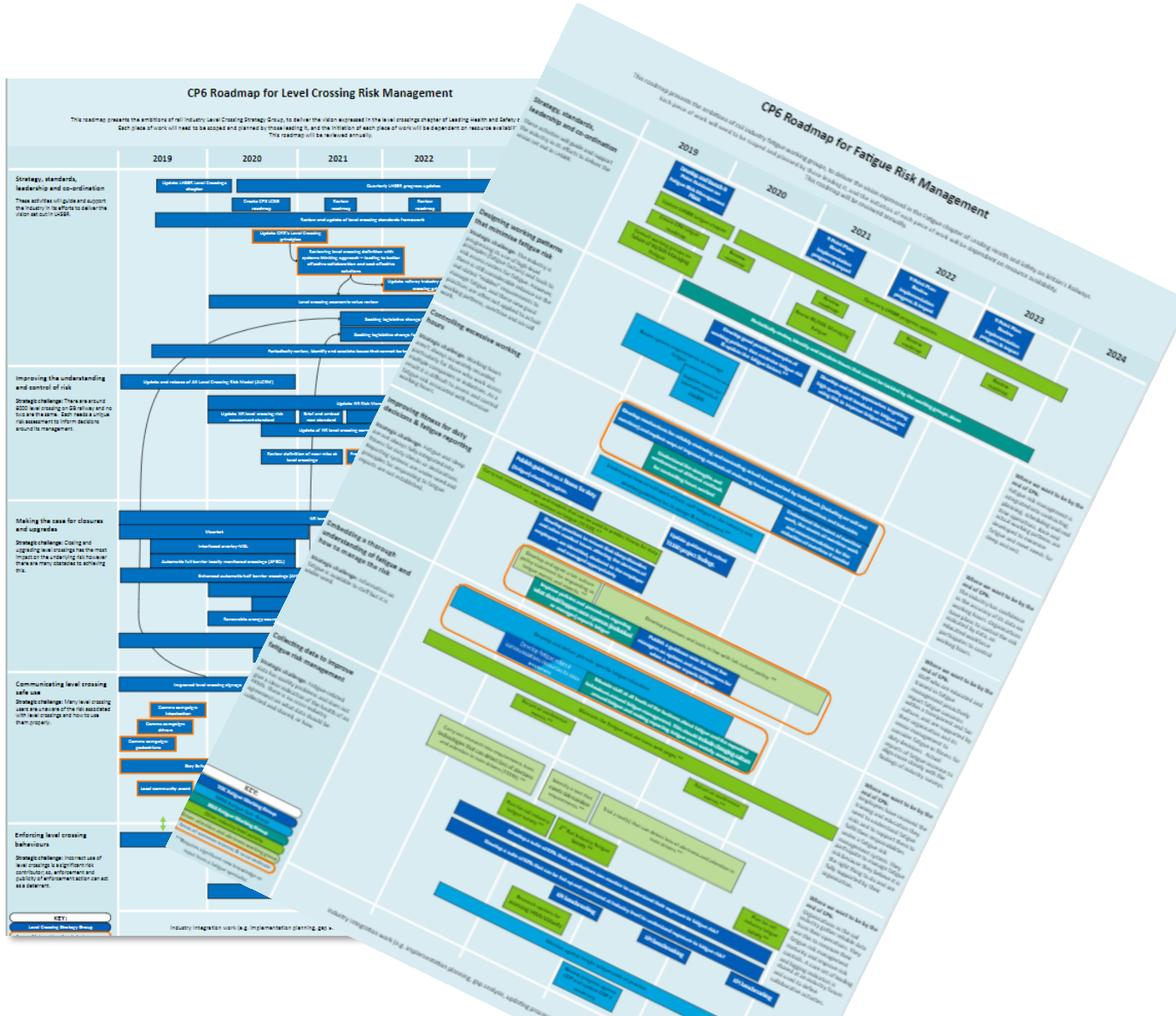
Measure of success: The industry is using RAATS and RABYTS information to normalise SPADs and better understand which signals are most at risk from a SPAD. More targeted intervention measures are being put in place.

Strategic Challenge 3: Currently the industry doesn't have a detailed migration strategy for how existing and novel train protection solutions should be implemented over the next 50 years.

Strategic Activity: Novel train protection solutions will be evaluated along with a review of how the existing Train Protection and Warning System (TPWS) is applied, to determine an optimal train protection strategy that facilitates the roll-out of European Train Control System (ETCS).

Measure of success: An industry train protection strategy is developed and there is a clear implementation path to fitting ETCS where applicable, and alternative solutions where not.

Turning words into action



Rail Freight Project Charter

Delivering 'Leading Health and Safety on Britain's Railway'

- 1. Current Position**
Each Freight Operating Company (FOC), as a Duty Holder, has its own safety responsibilities, performance data and plans. The industry has signed up to 'Leading Health and Safety on Britain's Railway', a strategy developed by the industry for the industry. The successful delivery of this strategy requires close collaboration between FOCs. This is a step change from the legal requirement of Duty of Co-operation.
Due to the extremely competitive market and rapidly changing sector developments the FOCs have a difficult task in balancing co-operation and maintaining a competitive advantage.
- 2. Target Position**
The FOCs and Network Rail, through the National Freight Safety Group (NMSG), have agreed to work together to:
 - Produce and maintain an Integrated Plan for Freight Safety
 - Identify risk control measures that lead to continuous improvement in Health and Safety
 - Determine and report on a common set of performance indicators
 - Develop a Precursor Indicator Model (PIM) to determine freight risk and inform plans
 - To learn from global events and consider these in plans
 - Be assessed and audited on the delivery of the strategy
 - Maintain independent oversight of delivery to ensure balance between safety improvement and protection of competition
- 3. Analysis**
Working together, the FOCs and Network Rail will:
 - Analyse the current joint safety performance of the FOCs
 - Understand how other competing industries collaborate in sharing best practice with regard to driving improvements in Health & Safety performance without compromising competition
 - Determine which systems are available to enable a common platform of data capture and modelling of risk
- 4. Stakeholders**
 - Rail Delivery Group Freight Board Duty Holders (RDG FB)
 - Network Rail (new nominated lead title to be included)
 - National Freight Safety Group (NMSG) and National Freight Safety Group Steering Group (NMSG SG)
 - Office of Rail and Road (ORR)
- 5. High Level Action Plan**
 - Annual review of the Integrated Plan for Freight Safety to capture current and emerging risks
 - Production and review of the Integrated Scorecard at RDG FB Meetings
 - Assessment of the maturity of the collaboration through the RM3 model by ORR
 - Steering and oversight of NMSG SG and NMSG by the RDG FB particularly with regard to the delivery of the TOP 5 risks
 - Development of a freight specific PIM
 - Assessment and implementation of other industry best practice
- 6. Success Measures**
 - Reduction in risk in rail freight activities
 - Collaboration between Duty Holders is independently verified by ORR

DB Hans-Georg Wörner, Chief Executive Officer DB Cargo

Freightliner Gary Long, Chief Executive Officer UK and Europe Freightliner Group

GB Railfreight John Swift, Managing Director GB Railfreight

Direct Rail Services Debbie French, Managing Director Direct Rail Services

SOLAR RAIL Simon Ball, Director of Freight Coal Rail

DCR Garcia Heston, Managing Director Division and Cornwall Railways

Rail Operations Group Karl Mills, Managing Director Rail Operations Group

Network Rail Nick King, Group Director Network Services Network Rail

July 2019

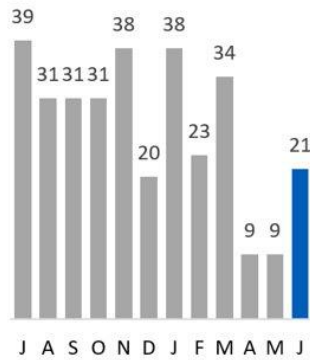


- and it draws attention to the focus on the 12 areas and mature and collaborative across the industry.
- Industry risk areas**
- _____ Hilbering
 - _____ ivour
 - _____ rations
 - _____ al Road Risk Management
 - _____ lings
 - _____ k Management
 - _____ Safety
 - _____ ro Asset Integrity
 - _____ id Violence and Trauma
 - _____ ons
 - _____ ilment
 - _____ k Asset Integrity

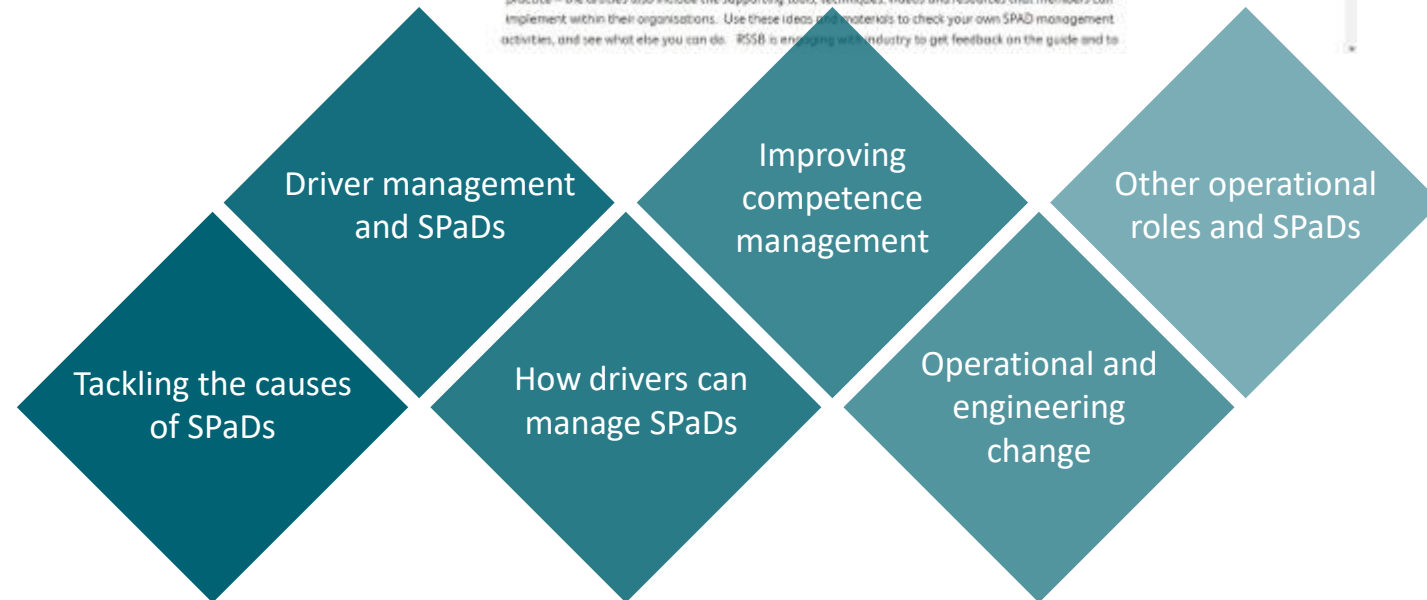
Example activities: SPAD management

Monthly performance

SPAD Numbers



SPADS: AMT & Risk



Steps to tackle trespass risk



Trespass Risk Assessment

The rail industry has a legal responsibility to protect everyone that accesses railway property and land. These responsibilities include carrying out regular risk assessments to identify any hazards and implement measures to prevent these hazards from causing injury. These duties apply to trespassers on railway land.

[Read more >](#)



Intervention

The guidance presented in this section has been created to guide decision makers to select effective interventions when tackling rail trespass.

[Read more >](#)



Plan and Implement

Information on how to plan and implement interventions to reduce trespass events will be provided here in the near future.

[Read more >](#)



Evaluation

The information provided in these web pages provides good practice advice on the evaluation of rail trespass detection and prevention interventions.

[Read more >](#)

You vs. Train

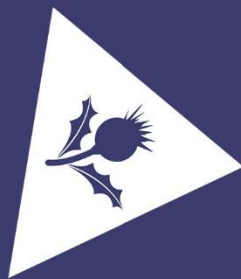


- Governance – through the LHSBR Executive Advisory Group
- Strong leadership
- Sharing expertise and good practice
- Clearly prioritised work plans linked to the new strategy

My clear expectation is for each individual organisation to get involved – by offering expertise, joining the discussion and actively applying the tools, guides and best practice available to do all that is reasonably practicable to improve management of health and safety risk.

Ian Prosser Chief Inspector - Railways





International Railway Safety Conference

19-21 October 2020

Webinar Series

Thank You

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Ann Mills RSSB ann.mills@rspb.co.uk



A Better,
Safer
Railway

