

UK Tram Heads of Safety Meeting 26th April 2019

Attendees

Andy Wallace, Anthony Stanley, Mark Ashmore, Michael Powell, Chris Davis, Chris Lewis, Louis Walmsley, Reddy Morley, Daniel Hill, David Nicholls, John Campbell,

Apologies:

Carole Mason

Agenda:

Tour of the LUAS system and technical visit to follow after the meeting.

1. Welcome & Domestic:

Reddy Morley welcomed everyone to the TII offices in Dublin. RM explained the safety procedures and house rules.

2. Minutes of Last Meeting:

The notes from the previous meeting were accepted as an accurate reflection of the meeting.

3. UKTram Update (TAIR, LRSSB, Atkins at Metrolink):

MA provided the group with an update on the current status of TAIR development work confirming that all operators had submitted the requested information in relation common indexes to enable population of the database relevant to individual system requirements. Additionally further development and modification to database design was also progressing following feedback received from individual operators, allowing TAIR to be modified to suit individual system asset reference and data collection requirements in addition to the adding of the near miss module to the system.

This additional database modification work has resulted in some extension to original timescales that were already considered ambitious. As such MA proposed that TAIR should hopefully be live June/July.

MA informed the group that there is a common index now incorporated into TAIR, allowing it to be more user friendly. MA advised that he has started visiting systems with Atkins to carry out training sessions

Ian Rowe Report:

MA Confirmed that UKTram/ LRSSB were now in receipt of the Ian Row Report associated to (Driver Inattention and Speed Management Project)

An overview of the report confirmed that following the filtering of an initial 110 possible systems, a short list of 18 systems was highlighted for further investigation. For both AVSM and Driver Inattention. This included site visits, practical demonstrations and supplier interviews. Advantages and disadvantages of the approaches.

The overarching recommendation from this project is that trials should now be undertaken for both AVSM and Inattention systems to assist UK Tram members to select systems suitable for their needs.

Some members of the group stated they had received the report, and some hadn't. The group asked for clarity on the report as they wanted to know what products had been tested.

Action: AW to contact James to discuss when the report will be ready to be circulated.

LRSSB Funding:

MA Informed the group that the DfT had confirmed that the LRSSB will be receiving £1.5million in funding. MA advised that although the announcement was welcomed, the LRSSB had originally requested £3million from the DfT for running costs and carrying out the proposed work streams outlined in the LRSSB Business Plan.

Peter and James have requested a meeting with the Minister, to establish whether any more funding will be made available to the LRSSB. If not, then this could result in several of the work streams being put on hold and restricting the LRSSB on what they can do for the industry.

Introduction of Revised Risk Maturity Model (RM3):

MA informed the group that one of the main aspirations of ORR for enhancing health and safety management was the introduction of RM3 throughout the light rail sector. The RM3 model has undergone a recent review and the ORR held an RM3 launch in Birmingham on Tuesday 9th April. The event was well attended and had received positive feedback.

Coventry University Human Factors Study:

MA informed the group that while he was in Melbourne for the Yarra Trams conference, he met with Dr Tiziana C. Callari of Coventry University and they visited the University of Melbourne. Dr Callari is looking for assistance associated to a research study that she was undertaking into human factors within the tram and light rail industry. The research topics would cover driver behaviours, road end user behaviour. Dr Callari anticipates sharing the results of her study with industry participants.

Recruitment:

MA advised that UKTram has now appointed three new managers, who will be starting over the next few months. Steve Duckering – Operations Manager, Craig O'Brien – Engineering Manager and Jamie Swift – Commercial & Marketing Manager. They will be working alongside the UKTram working groups, and ensuring they carry out the key objectives stipulated in the UKTram Business Plan. They will also be visiting all the systems, to introduce themselves and to offer assistance. The LRSSB have recruited an Administration Manager- Erica Pearson who will be assisting Peter Cushing.

UKTram Business Plan:

The UKTram Business Plan has now been completed and is ready to be signed off at the next Board Meeting. James will be visiting all the systems and meeting with the owners and operators to sit down and discuss the business plan and advise them of the work UKTram will be carrying out over the next year.

4. ISO 14001 – Environmental KPI Benchmarking

MP asked if any of the group had any benchmarking to share. DN offered to issue Manchester's Business Plan with MP containing figures etc. The group requested that they all receive a copy as well.

Action: DN to share the Business Plan with DH to circulated to the group.

LW advised that he was involved in the Energy Savings Opportunity Scheme (ESOS) in Nottingham. This is an energy assessment scheme that is mandatory for large organisations. Organisations that qualify for ESOS must carry out ESOS assessments every 4 years. These assessments are audits of the energy used by buildings, transport and industrial processes to identify cost effective energy saving measures and provides some useful data. LW advised that the deadline for the compliance process is December this year.

5. Medical Requirements:

DN raised that at Manchester there is no consistency with Medical providers and asked the group if there is a standard that they use. AS stated that he is happy to share Birmingham's standard, the only requirements they have is that they must hold a valid driver's license.

AW advised that Road Transport act provides a basic guidance. Heavy Rail also provides useful guidance, on categories such as Diabetes and is happy to share these with DN. AW raised that this is possibly something that could be produced by the LRSSB and maybe included in the TPG document

Action: AW & AS to circulate guidance documents to DN.

The group agreed that there definitely needs to be a paragraph or a document in place detailing what Best Practice is.

6. TPG

A meeting has been setup 8th May to discuss and finalise the latest document update. The document will be formatted and published on the UKTram website, whilst the LRSSB website is still being designed.

7. RM3 Update

MA advised that he will speak to the RM3 Board as to how we take it forward, following the ORR launch in Birmingham. AW asked how many would they be looking at to train. MA suggested 3 people for each system.

8. Lunch

9. Dealing with Vulnerable Passengers

DN raised that there had recently been an incident in Manchester involving a vulnerable adult and wanted to know how systems handle these situations. AS advised that they had started working with the Samaritans. By 2020 they plan to have all front face colleagues trained on how to deal with vulnerable adults and raise awareness of it.

AW raised that London had also carried out some training with their frontline guys. The group suggested Peter and the LRSSB to look into this to see if there is anything they do to help support this.

LW stated there had been a big increase in vulnerable adults on the network. Nottingham have produced a guide for travel officers detailing how they should deal with certain situations.

10. AOB

Next Meeting to be held in Manchester on 25th July