

# UK Tram Heads of Safety Meeting 31<sup>ST</sup> January 2019

## Attendees

Andy Wallace, Anthony Stanley, Mark Ashmore, Carole Mason, Michael Powell, Chris Davis, Chris Lewis, Louis Walmsley.

## Apologies:

Reddy Morely,

## Review of Previous Meeting Notes

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

## Agenda:

Presentation from Ian Skinner, ORR – RAIB Recommendation 9 Review.

Presentation from Mark Ashmore, UKTram – TAIR Database

UKTram, TAIR, LRSSB Update – Mark Ashmore

### 1. TAIR Update:

MA provided the group with an update on the current status of TAIR development work confirming that nearly all operators had summited 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 revised dates for completion of initial phase of TAIR project works:

February/March: Completion of TAIR modifications and database testing.

March: Provision of training on TAIR to operators.

April: Live industry introduction of TAIR.

MA also confirmed that operators were beginning to provide accident and incident data covering a 3 year period for entry into TAIR, however operators may wish to consider extending to a 5 year period as this is the historical data range that Atkins are collating for risk model works and would save time and duplication of work.

The group agreed that the proposed new timescales and 5 year data range were sensible and acceptable. However the group also stated that due to current workloads, resources were limited and inquired if UKTram were still able to assist with the provision of a resource for a short period as suggested by JH at previous HOS Meeting. This additional resource would assist in transposing the five year historical data that operators would supply to the new hazardous events criteria.

## **2. Risk Model:**

MA confirmed that phase one of the risk model Initialisation work has progressed with Manchester Metrolink. Historical data has been provided and collated with detailed analysis currently underway. The project team are visiting Manchester during early February to provide them with further insight into the model and agree details for their upcoming stakeholder workshop which is key milestone for the process. Deeper descriptions of the previously agreed industry hazardous events and precursors titles are currently in development.

Given the particular challenge in understanding and planning for low frequency, high consequence events with monitoring data at individual system level, the project team have engaged with European light rail bodies such as the UITP LRC and have gained agreement for data sharing in the form a members survey. The survey has been developed and is now ready for distribution.

The current phase one works have incurred some slight deviation to original timescale's however embedment of the risk model into Manchester Metrolink is still anticipated to take place during March 2019.

The group inquired as to the proposed timescales for Atkins to visit individual systems in respect of risk model work? MA to confirm.

CM also advised that the work that she had been doing had been progressing well and that they planned to set up workshops for members to attend shortly. Their next meeting is planned to take place on the 8<sup>th</sup> of February and she will continue to keep the group updated.

## **3. 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.

The group inquired when the report would be released for wider circulation within the industry and requested MA to confirm.

## **LRSSB Funding:**

MA Informed the group that the DFT had tentatively confirmed that an announcement in respect of LRSSB funding would be made shortly, however no exact date for the announcement has been established. In addition upon release of funding the LRSSB propose to expand the Heads of Safety Groups complement by the inclusion of additional Heads of Safety from respective Local Authorities.

The group agreed that this was a positive step forward that would strengthen the group overall. The group went on to discuss splitting the meeting so that the operators get an opportunity to meet first (or after) without the Local Authorities present.

The group also agreed that RAIB or ORR should only be invited for relevant parts of meetings.

#### **Appointment of New Positions within UKTRAM:**

MA Informed the group that during the month of January UKTram had made appointments to three addition new positions within the organisation consisting of Engineering Manager, Commercial Manager and Operations Manager.

The group welcomed the news of the new appointments and conveyed their enthusiasm for meeting and working with the new members of staff as they joined the UKTram team during March and April 2019.

#### **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 update with ORR conducting a series of launch workshops during April 2019 to introduce the revision. As such UKTram are proposing to facilitate one of the workshops specific to light rail sector during April 2019 and is currently awaiting confirmation of dates from ORR.

The group agreed that a workshop would be beneficial and requested MA to advise of proposed date for the workshop to take place.

Additionally AW offered to supply the group details of an audit system developed for assessment of RM3 compliance.

#### **Coventry University Human Factors Study:**

MA informed the group that a request had been made by Dr Tiziana C. Callari of Coventry University 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.

MA suggested that the results of the study may be beneficial in better understanding risk associated to human factor in addition to feeding in to existing work streams such as risk model work.

The group agreed that in principal, participation in the study would be beneficial. MA confirmed that he would issue a briefing note detailing the study to accompany the meeting minutes.

#### **Actions:**

The group agreed the following actions associated to each item:

- 1. All operators to supply MA with accident and Incident data covering a 5 year period by mid-February.**
- 2. MA to establish if UKTram are able to provide additional short term resource to assist with data collation.**
- 3. MA to liaise with Atkins and confirm anticipated individual system visit dates by Atkins to undertake risk model work.**
- 4. MA to confirm when Ian Row report will be issued for wider industry review.**

**5. AW to forward details audit system for assessment of RM3 compliance to group.**

**6. MA to confirm proposed date for RM3 launch workshop in April 2019.**

**7. MA to issue briefing note regarding human factors work being undertaken by Coventry University to accompany meeting minutes. (Please find attached)**

**UPDATE: All actions (apart from RM3 roll out date) to be completed by 28<sup>th</sup> of February.**

#### **4. Legislation Changes**

The group discussed the Safety Management System, which the ORR would like to see all systems implement as a form of self certifications audits. The group asked whether it would be possible to arrange a workshop around this topic.

**Action: AW to speak to UKTram to see whether they can arrange training.**

LW provided information in regards to their security programme, which looks at security at station, trams, cyber and physical security. Progress has been slow due to legislation being passed through their legal team, but they hope it will be finalised in December 2019.

JH and PC then joined the meeting and addressed the groups concerns in regards to funding and the RAIB recommendations letter that had to be responded to by March. JH advised that the ORR were aware of the problems that the funding delay had caused and that UKTram would be happy to draft a formal response that could then be used by the industry to ensure that we provide a consistent response.

#### **5. Notable accidents, incidents or near misses**

AW went on to discuss a buffering collision incident, where the driver slowed down but then accelerated to 16mph fitting the buffer. When the driver was questioned he had no recollection to how the accident had happened and has been taken off his driving duties and is now on sick leave.

The group went on to discuss fatigue management and retirement age and how you manage and balance those items against risk.

CL discussed a RTC incident where the Tram hit a car and wrapped it round an OLE post. Minor injuries to those involved and the road was closed for five days. The location of the incident has had several accident and CL believes that a red light camera would resolve the issue, but it would have to be agreed by the Police and Council.

#### **6. Projects and Initiatives**

The group went on to discuss risk assessments for crossing from a pedestrian's outlook. The group found that everyone was doing different things, but it was a risk for everyone and asked whether a working group could be formed. The group suggested contacting Phil Hewitt/Carl Williams who had done a piece of work on this four years ago.

The group discussed a level crossing project and would like to produce a Tramway Crossings from a Pedestrian / Cyclist perspective

**Action: MP offered to lead this group, AW, CL, AS and PW offered to assist. MP to speak to Phil Hewitt.**

MP went on to discuss the USAN that Edinburgh Trams had received from the RAIB. They advised to increase the sound pressure level of the warning horn fitted to its trams. They were also told that they should consider measures to mitigate risks at locations where audible warnings may be required. In particular, consideration should be given to the appropriateness of the current warning horn or bell as a method of warning to pedestrians using footpath crossings over off-street track sections with high line speeds. With this in mind the group felt that a test and guidance note should be produced and thought that a working group should be put together.

**Action: AW asked the group for volunteer for the working group. – This action has now been updated and Colin Kerr, LREG will be leading on this and liaising with the Heads of Safety group**

AS advised that the suicide prevention campaign that they have been running with The Samaritan's will be holding their first training session on the 15<sup>th</sup> of March and he asked the group whether they were interested in joining future sessions.

CL advised that they are suffered another set of rail breaks, with similar circumstances to the last set of breaks. British Steel are investigation the matter, but at the moment the only cause being highlighted is the fact that they introduced the Citylink tram in 2016 which is a heavier vehicle and could be the catalyst for the breaks.

#### **7. Provision of Defibrillators on Trams**

RM asked AW to ask the group about defibrillators on trams and was keen to know the following:

1. How many systems have considered providing defibrillators on trams.
2. How many systems have defibrillators on trams.
3. For those who do, how did they manage the training and cooperation of their tram drivers in the use of the defibrillators on trams.
4. Where are the defibrillators stored on the trams.

Whilst most in the group had defibrillators at their depots on Edinburgh had them on-board trams and MP offered to contact RM with information.

**Action: MP to contact RM – Update MP contacted RM**

#### **8. AOB**

The group asked whether it would be possible to host the meeting at other venue and suggested contact RD to see if they could host the next meeting in Dublin

**Action: LG to contact RD – Update the next meeting will take place in Dublin on the 25<sup>th</sup> of April**

