Learning from Sandilands – implementing RAIB’s recommendations

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ORR’s objectives

To ensure the tram industry takes the right actions in response, in the right order and with suitable pace.

In particular:

- Reasonably practicable safety improvements are made, with a focus on improving control of risk and preventing (rather than simply mitigating) further accidents;
- Decisions are made based on sound evidence of the level of risk and the costs of intervention;
- Collaboration occurs to support consistent adoption of good practice and consensual decision-making around safety data, risk profiling and standards;
- Tram duty holders take collective ownership of the recommendations, but we hold them to account to demonstrate satisfactory progress.
Outline approach

Rec 1
- Owns when set up
- Produce a risk analysis of sector or model that can be adapted for each network.
  - Use external expertise.

Recs 3/6/8
- Determine reasonably practicable implementation

Respond to RAIB on Recs 3, 6, 8

Rec 2
- Owns when set up
- Continue implementation work already in progress; analyse risk reduction benefits of systems already implemented

Recs 4/5/7
- Respond to RAIB on Recs 4, 5, 7

Rec 9
- Embed RM3 and our supervision regime in tram sector
- Use RM3 assessment and industry risk analysis to determine any change to regulatory approach
- Write up and consult on a strategic risk chapter on LR/heritage
- Publish and respond to RAIB on Rec 9
Progress

Safety and standards body (Recommendation 1)
- Industry steering group working well, proactive collaboration
- New body proposed, at arms length from UK tram
- Subject to funding, operational in shadow mode by end 2018
- Potential to include other light rail systems in scope

Risk analysis and risk modelling (Recommendation 2)
- Key for taking “reasonably practicable” decisions on risk controls
- Existing systems reviewed
- Proposal developed for a cross-industry system by 2019

Specific risk controls (Recommendations 3-8)
- Improved signage at key risk sites largely implemented
- Wide range of tram protection and driver vigilance systems researched, evaluated and – in Croydon – trialled
- Rec 2 work to support big decisions affecting tram design and construction

Reviewing supervision and regulation (Recommendation 9)
- Enhanced our resource for proactive inspection, RM3 in sector
- Major legislative change not needed… but use of CSM Risk Assessment and more transparency of safety audits beneficial
- May review position if necessary to mandate standards body
Any questions?