



Railfuture East Anglia Public Meeting

St.Paul's Church Hall

Hills Road, CAMBRIDGE

1st DECEMBER 2018

Guest Speaker

Rail Safety

Ian Prosser CBE

HM Chief Inspector of Railways

Director of Rail Safety ORR

Followed by questions



ORR protects the interests of rail and road users, improving the safety, value and performance of railways and roads today and in the future



Railfuture East Anglia Meeting Cambridge

1st December 2018

Ian Prosser

**HM Chief Inspector of
Railways**

Structure of Presentation

- ORR as the Health and Safety Regulator of Britain's Railways.
- ORR's long standing Vision and Goal.
- The Challenges – Learning the Lessons from recent incidents including Croydon.
- The Focus - for all parts of the sector going forward to continue the journey for the next ten years.

ORR - Keeping Britain's railways safe

Keeping Britain's railways safe

The Office of Rail and Road is the independent safety and economic regulator for Britain's railways and monitor of Highways England

What we do



ORR inspectors spend most of their time out on the rail network

Identify and monitor trends in health and safety performance



We improve health and safety practices by informing development of new laws

Check and approve safety systems and licence train drivers

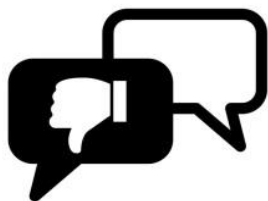


Who the ORR regulates



How the ORR ensures a safer railway

How we ensure a safer railway



Investigate accidents, incidents and complaints



Proactively help rail companies identify and manage health and safety risks



Use our Rail Management Maturity Model (RM3) to assess an organisation's ability to control health and safety risks and define best practice



Help develop new laws. Review current laws to cut red tape. Negotiate on laws made in Europe

Inspection focus is on key safety themes

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Level crossings

Passenger safety

Rail workers

Infrastructure

Occupational health (everyone benefits from better worker health and wellbeing - the individuals themselves, the companies they work for, and the travelling public).

ORR - Our aim is firm and fair enforcement of health and safety law and our inspectors take action in many ways

Our aim is firm and fair enforcement of health and safety law and our inspectors take action in many ways:



Provide verbal and written advice to improve practices



Issue clear improvement notices with deadlines for change



Criminal prosecutions against companies/individuals breaching the law. These can result in large fines and even prison sentences.



Revoke safety certificates



Issue prohibition notices to stop work immediately until safety issues are addressed

ORR - Moving health and safety forward

Moving health and safety forward

To meet the challenges of growth and change, our focus for industry is:



Take a proactive approach to managing health and safety



Deliver a sustainable maintenance programme



Use opportunities at design stage to lower risks



Treat worker health on a par with safety



Share innovation and best practice



Improve risk management maturity and ensure succession planning

ORR's Vision and Goal

For 10 years ORR have had the same Vision and Goal for the GB Rail Sector

Vision

“Zero Industry caused fatalities and ever decreasing risk to passengers, the workforce and the public”.

Through the Goal of:

“Excellence in Health and Safety Management and Risk Control, measured through our RM3 Model”.

Learning the Lessons

- However, even as we see continuing improvement (our railways the safest it has ever been) and fewer major and high potential events, we still need to learn, in particular around, how to eliminate the very low frequency but high consequence event so getting to the bottom of the triangle is key.
- Although, we now have our Risk Precursor Indicator Model at its lowest ever level and in one year 2015/16 achieved the Vision, we need to use the Near Miss Data more.
- Driving greater use of RM3 across the sector. Sharing more and having more of those conversations (we are working with you to improve RM3 as well).
- The Recognising that People Performance is critical.

However...

■ Croydon tram accident in 2016



■ Were there enough controls?

Also seen

- Near misses for track workers in amongst trains and serious construction injuries.
- Major Infrastructure failures for Civils – Age/Poor Weather.
- Public fatalities at the interface with the Railway (Level Crossings and Trespass).
- Issues in managing change and its impact on people.

So what are some of the key challenges?

Performance of our People

- They are very often the last line of defence
- Handling the modern world - pace of life etc.
- Culture and behaviours

What are some of the key challenges? (2)

Technology

- Using technology developments to create the extra barrier, increased defence
- The need to take the human interaction into account, lots of developments ongoing
- Changing working practices
- Ensure the Human interface is right

What are some of the key challenges? (3)

Pressure on the System

- Lots of change with plenty of new equipment
- Increased traffic aging infrastructure
- Financial strains
- The External Environment

The Focus going forward

1. Supporting our People

- Competency in the broadest sense
- Workload and environment (managing stress)
- Fatigue management (inside and outside work)
- The strengths and weaknesses of Human Intervention

The Focus going forward (2)

2. Technology

- Creating the extra barrier
- Tools to help make the job safer and more efficient (eg IT tools, remote condition monitoring)
- Remove people away from harm, eg working in amongst trains!
- Improve performance reliability and predictability.



The Focus going forward (3)

3. Health and Culture

- Communication from top to bottom “show you care”
- Mental Health
- Trust and a “Just” Culture
- A healthy workforce saves money.

Safety - Conclusion

- It is all about managing risk of the complete system, designing human interaction and safety into all we do.
- Measure how we are doing with RM3, as it is about driving for excellence in the key enablers in what we do.
- Improving the risk models and using all the data we have, connecting it up and the use of Artificial Intelligence.
- Let's really focus on our People, Culture and Health, including Mental Health. Bringing them along with us during this time of significant challenges and change.

Railfuture East Anglia December 2018 Report

Presented by:

Nick Dibben

- Railfuture East Anglia Branch Chair

Phil Smart

- Railfuture East Anglia East West Rail Lead

Peter Wakefield

- Railfuture East Anglia Vice Chair

Railfuture East Anglia Report

- Easy Stations (improving travel experience)
 - In 2019 we will be producing documents on principles and examples of good and bad practice at stations in East Anglia
- Local Plans – Railfuture responses
 - Greater Norwich – next consultation Autumn 2019
 - Ipswich – consultation from early 2019
 - Both Cambridgeshire and Huntingdonshire plans now agreed
- Sizewell C Stage 3 – Railfuture representatives will attend consultation exhibitions

Railfuture E Anglia Report (cont.)

■ East-West Rail Update

□ Launch of Eastern Section Prospectus (at last!)

□ Western Section (Oxford to Bedford)

- Pre-inquiry meeting was held on 29th November 2018
- Public Inquiry 6th Feb 2019 onwards
- Railfuture will give evidence in support
- Thames Valley branch to lead for Railfuture
- Aim to start works on site in September 2019

□ Central Section (Bedford to Cambridge)

- Informal Public Consultation (part of Development Consent Order application process) from January 2019
- Five routes (actual lines on maps!)



December 2018

EastWestRail

EASTERN SECTION

prospectus for growth



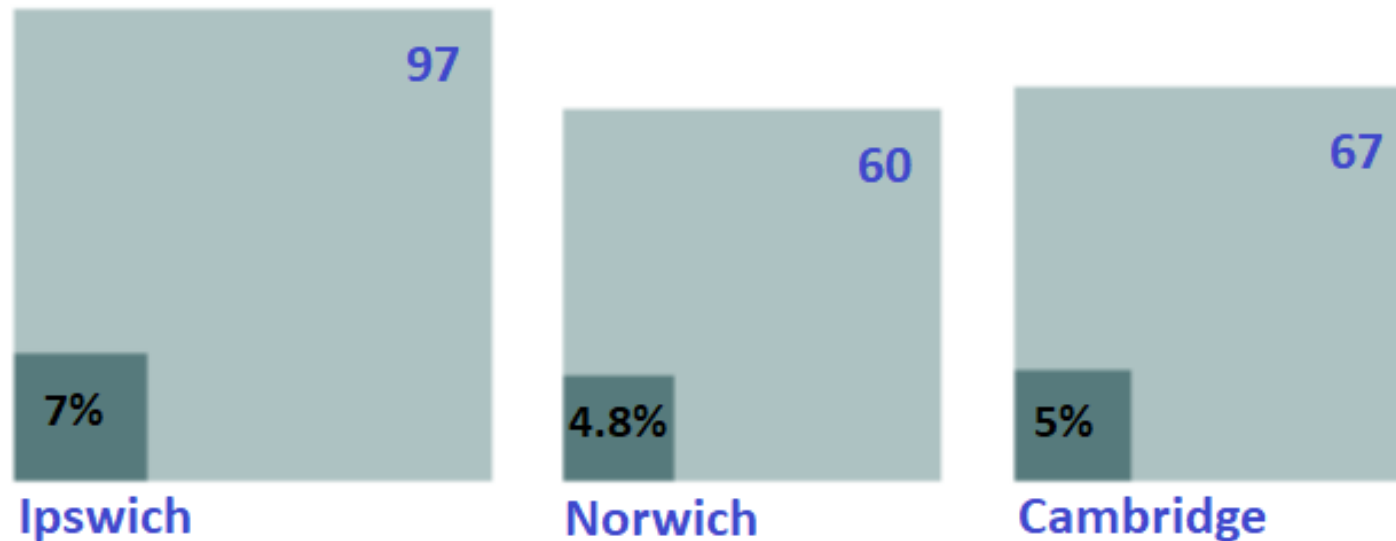
eastwestrail

- Agreed by Eastern Section Board 30th November 2018
- Approval by East West Rail Consortium Members Board 11th December 2018
- Unofficial launch at Westminster Policy Conference on 13th December 2018
- Official Launch TBA

Growth in demand for Rail Travel

Following shows key stations on EWR Eastern Section

Passenger footfall growth



East West Rail Main Messages

- Eastern Section to be ‘central section ready’
 - Operationally
 - Benefits five regions
- Emphasis on Freight
 - Felixstowe
 - Diversionary capacity
 - New homes
 - Construction
 - Distribution demand
- It will be nationally important if we get the ‘Eastern Section’ right

Railfuture E Anglia Report (cont.)

■ Railway Updates

- Greater Anglia's New Trains

- Wisbech Railway Reopening

- Ely Level Crossing closure

- Cambridge Station New Eastern Entrance

Greater Anglia's New Class 720 Trains

Railfuture East Anglia vice chair Peter Wakefield visited Bombardier factory in Derby on Tuesday 27 November 2018



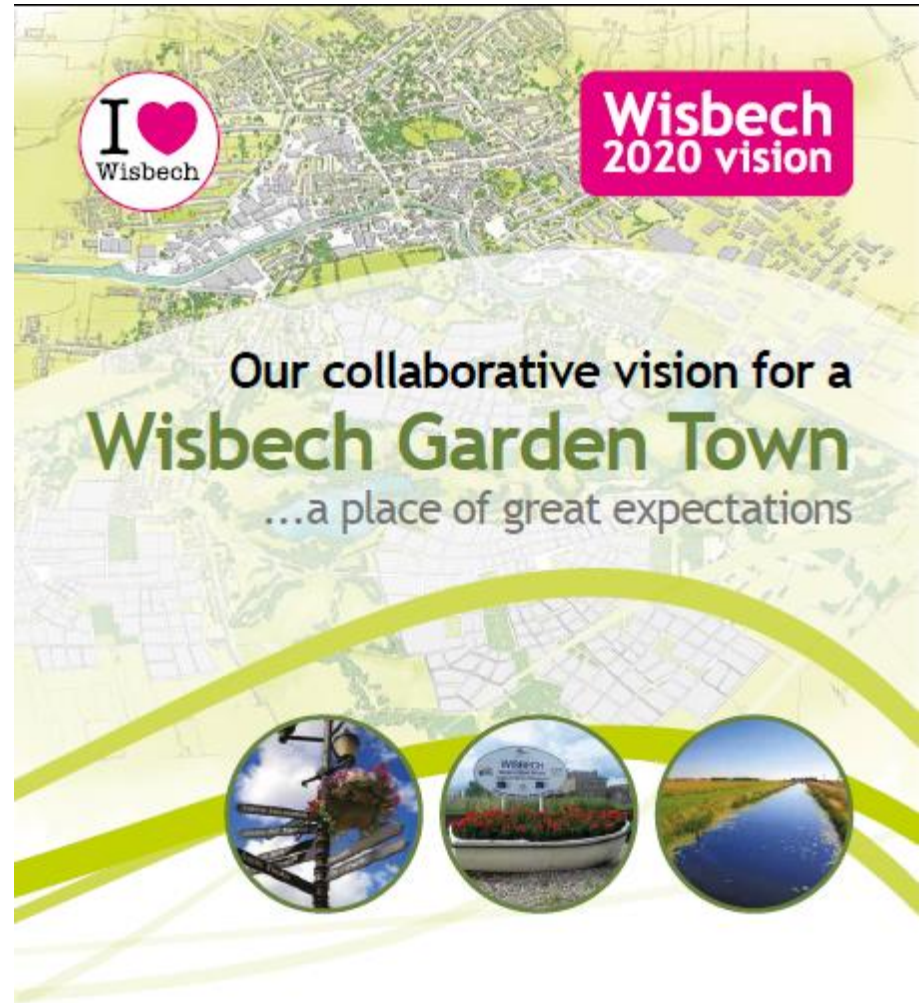
Greater Anglia Class 720 Trains Interior



3+2 seating forced upon GA by DfT capacity requirements in franchise spec. Railfuture has concerns about tip-up seats in vestibules

Wisbech Update

Railfuture East Anglia vice chair Peter Wakefield attended visit of HRH Prince Charles and the Duchess of Cornwall to Wisbech in November 2018.



Our logo is on the front cover



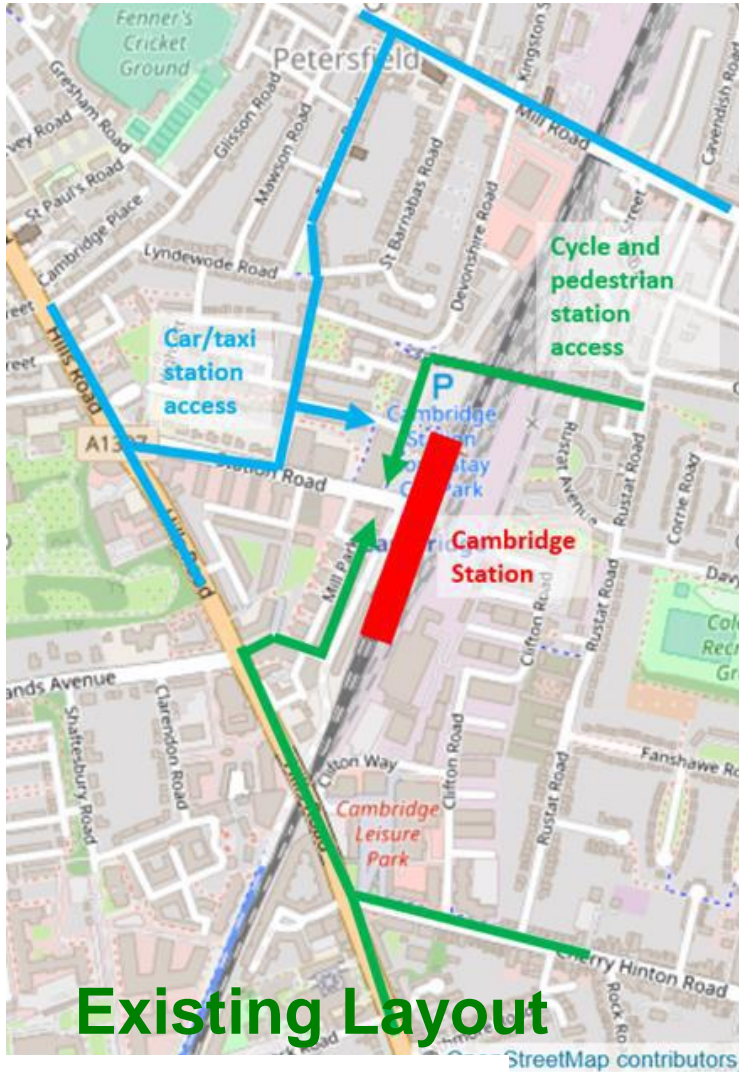
Ely Station Level Crossing (October 2018)

Welcome news for
rail in the region –
Railfuture views
covered in RAIL
EAST issue 180
(page 3)

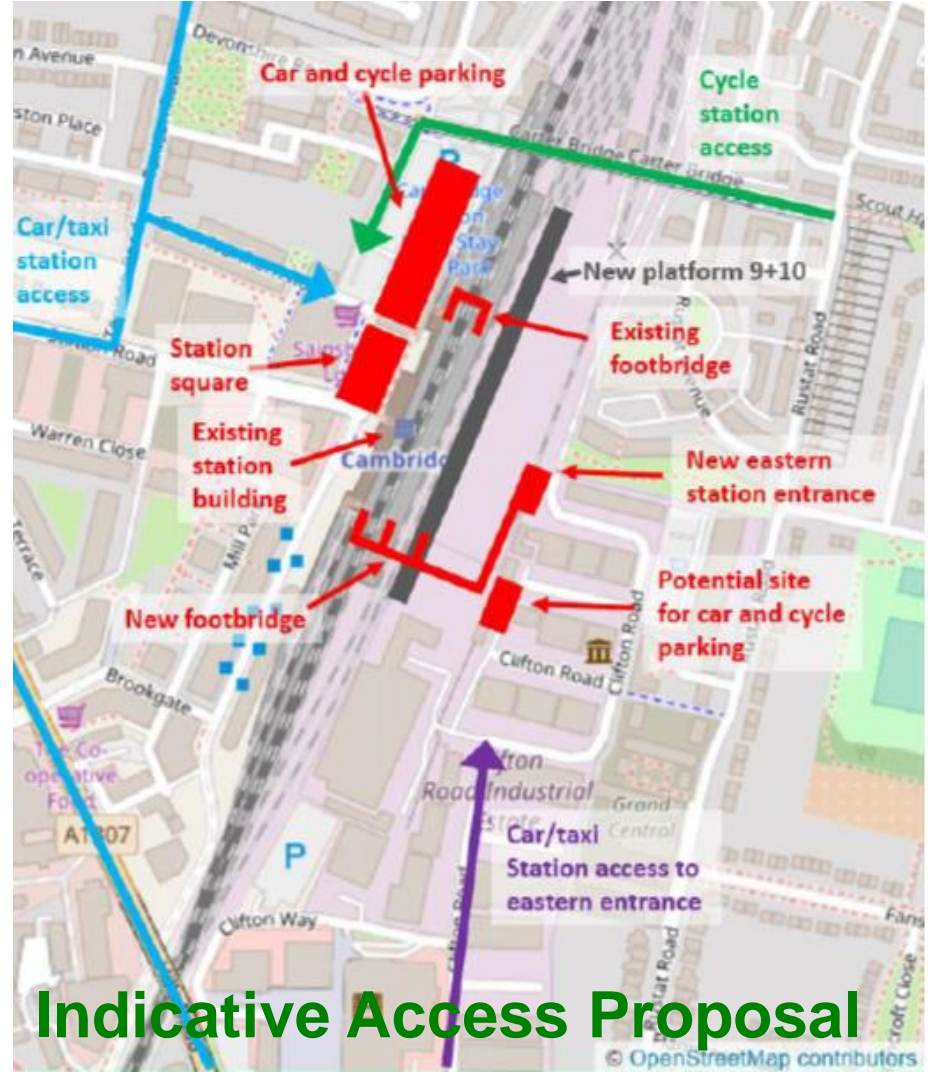


Cambridge Station, Time for an Eastern Entrance?

More info will be in RAIL EAST issue 181



Existing Layout



Indicative Access Proposal

Railfuture East Anglia

▪ Dates of 2019 public meetings

- ❑ **23rd February 2019** AGM. Friends Meeting House, St. John's Street, **Bury St Edmunds**
 - **Speaker Martin Halliday Norfolk CRP**

- ❑ **15th June 2019** St Mary at Stoke, Stoke St., **Ipswich**

- ❑ **28th September 2019 – Norwich**

All meetings are free to attend. Everyone welcome

RAILFUTURE

Campaigning for better services over a bigger railway in Britain

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Our work is performed by volunteers and funded
entirely by rail users

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