Taking Safe Decisions Version 2 now published

RSSB launched a new version of *Taking Safe Decisions* on 31 July. This replaces the original version, which was well-received when it was published in 2008 and has since supported many safety-related decisions in the rail industry and beyond.

An update was needed because the legislative environment has changed since the document was first published. In particular, railway-specific regulations defining Common Safety Methods have come fully into force. *Taking Safe Decisions* sets out the consensus view of how the GB rail industry understands, monitors and manages risk in this new environment. It describes railway companies' safety-related responsibilities and explains how these help to ensure the safety of the railway system as a whole.

The guidance is structured around three related activities that ask questions about safety-related change:

**Monitoring.** Is my operation safe or might I need to make a change?

**Analysing** and selecting options. What should I change and can it be done safely?

**Making a change.** How do I make sure the change is safe?

*Taking Safe Decisions* describes a good practice approach to safety management that is proactive, commercially sound and meets all relevant legal requirements. It will help companies to:

- manage safety effectively on an ongoing basis.
- deliver a change safely and demonstrate this to others.
- take bold decisions, such as the removal of obsolete safety measures, with confidence.
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The requirements around which the framework is built relate to technical, operational and organisational matters and are therefore of relevance across a railway company’s business. In some areas there are new mandatory requirements that must be embedded in companies’ safety management systems.

Taking Safe Decisions and supporting information is available at: www.rssb.co.uk/risk-analysis-and-safety-reporting/risk-analysis/taking-safe-decisions

An accompanying set of worked examples demonstrates the practical application of the framework.

New Guidance on the use of cost-benefit analysis when determining whether a measure is necessary to ensure safety SFAIRP has also been published to support the document. This complements the six Rail Industry Guidance Notes on the application of the CSM on Risk Evaluation and Assessment, which were published on RGS online in June.

RSSB is committed to the delivery of further worked examples and supporting material over time. Should you require any direct support please e-mail risk@rssb.co.uk

The Taking Safe Decisions risk management framework

Safety Risk Model version 8.1

Figures from the latest version of the Safety Risk Model are now available from www.safetyriskmodel.co.uk via RSSB’s Rail Risk Portal.

A full SRM update was carried out, comprising a data refresh to 30 September 2013 and the remodelling of some hazardous events (including those relating to platform-train interface risk). Version 8 of the SRM is the first to fully incorporate the risk from hazardous events in yards, depots and sidings.

The latest revision, SRMv8.1, includes a subsequent partial update of trespass and suicide-related hazardous events to take into account new information that British Transport Police has made available about specific fatalities.

The full Risk Profile Bulletin and definitions of hazardous events and precursors will be published on the Portal in August 2014.

Also new on RSSB Rail Risk Portal are interactive dashboards from the recently published 2013/14 Annual Safety Performance Report.

For more information on any of RSSB’s products and services please contact the RSSB Enquiry Desk on 020 3142 5400 or enquirydesk@rssb.co.uk

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RSSB has published the Annual Safety Performance Report (ASPR) reviewing the rail industry's safety performance over the financial year 2013/14. The mainline railway continues to get busier. In 2013/14, there were 1.59 billion passenger journeys (6% increase on 2012/13), 60.1 billion passenger kilometres (3% increase), and 48.5 million freight train kilometres (1% increase). In fact over the last 10 years the number of passenger journeys has increased by 53%. At the same time the railway remains the safest form of land transport.

Main points for 2013/14:
- No passenger or workforce fatalities in train accidents
- Reduction in passenger harm per passenger journey
- Decrease in potentially higher risk train accidents
- No passenger train derailments but 11 non-passenger train derailments
- Predicted risk from train accident precursors essentially level
- Increase in workforce harm per hour worked
- Increase in both the number and risk from Signals Passed at Danger
- Increase in the total number of fatalities to members of the public (including suicides)

Chris Fenton, Chief Executive of RSSB said 'While it is encouraging that over Control Period 4 improvements in safety have been recorded across the majority of measures, the industry is not complacent. The overall increase in the use of the railway means that that the possibility of accidents and harm to individuals remains and we must support the industry in improving safety'.

Colin Dennis, Technical Director at RSSB explains: 'Rail continues to be the safest form of land transport in Britain and the industry's performance continues to meet the requirement of ensuring that safety is generally maintained and, where reasonably practicable, continuously improved. The recorded increase in the risk from SPADs during 2013/14, the continued occurrence of events at the platform-train interface and the number of notable multiple fatality train accidents on other railways abroad that occurred in 2013, has led to specific actions being initiated to develop industry strategies to manage these issues in the future'.

More details on the key facts from the 2013/14 Annual Safety Performance Report can be found on the RSSB website.

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Learning from Operational Experience Annual Report

Maintaining and improving on this broadly positive safety record remains a high priority for all rail businesses. The industry as a whole works with the expertise and management systems within RSSB to understand risk, and how and where risk is being managed. Part of this understanding relies on the publication of the ASPR and its sister publication, the Learning from Operational Experience Annual Report.

The two publications consider the areas of risk around train accidents, passenger, and workforce, members of the public, level crossings and areas beyond the railway.

The report deals with the multi-fatality accidents seen across the world in July 2013, considers the risk from dangerous goods traffic and looks at risks that can arise from derailments, signals passed at danger and animals on the line.

The platform-train interface continues to be a key area for industry risk management. Areas for learning, including the dispatch procedure, the role of the driver, the behaviour of passengers, and door design and maintenance.

The two rail employee road vehicle-related deaths in 2013/14 highlight the continuing need for focus on this area. A number of RAIB reports have raised issues for those managing and working on infrastructure projects.

The majority of the risk to members of the public arises from their own behaviour, although this in no way negates the industry's duty of care towards people using or interacting with its environs. Level crossings are key interfaces between the public and the railway and there is a duty to ensure signs and controls are fit for purpose and that its operation allow the users to understand and follow them.

The industry is also mindful of the need to look beyond its own operations for insights or initiatives, and knows that the key to success is not only about sharing lessons, but also best practice and ideas.

To find out more see the 2013/14 Learning from Operational Experience Annual Report which is available on the RSSB website.
New wheelchair user guidance launched

A new booklet, ‘Working Together’, published by RSSB, is aimed at everyone who has a part to play in supporting wheelchair users’ travel by train, including staff at stations and on trains, their managers, and wheelchair users themselves. It is being used as a basis for briefing and refresher training of customer-facing rail staff as well as being made available on the web to rail passengers using wheelchairs.

Research by RSSB, supported by the whole industry, backed up concerns from groups representing disabled people about ramps in particular, including their compatibility and the way staff used them.

The findings have led to better, more consistent guidance and training for staff which should make boarding and alighting trains safer and easier for both wheelchair users and the railway workforce. The work has involved substantial input and dialogue with the organisations who train and employ customer-facing staff, such as Network Rail and the train operating companies, as well as wheelchair users who travel by train.

The guidance was formally launched at Church House, Westminster on 17 June with RSSB, Network Rail, the Association of Train Operating Companies (ATOC), individual train operators, Department for Transport and a range of organisations and interested parties, including those representing disabled people such as the Disabled Persons Transport Advisory Committee (DPTAC), Disability Rights UK and Whizz-Kidz. Promotion via social media has also helped spread the word about the guidance and helped trigger supportive tweets, including one from high profile wheelchair user, parliamentarian and former paralympic athlete Baroness ‘Tanni’ Grey-Thompson.

The full guidance which is aimed at rail staff, their managers and wheelchair users is available to download from the RSSB website as can the press release issued at the time of the launch.

The specific part of the guidance aimed at wheelchair users is also available as a standalone document to download from the Disability Onboard website managed by ATOC.

The research which underpins the guidance can also be downloaded from SPARK.