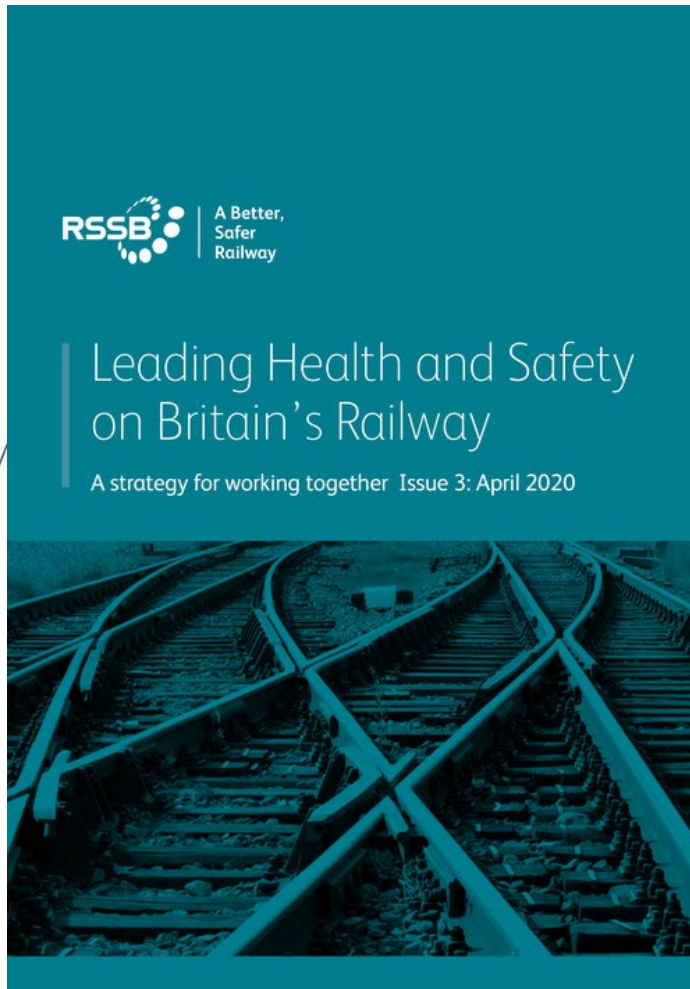




RSSB's 2022/23 Annual Health and Safety Report

RSSB's Annual Health and Safety Report 2022/23



- Aligns to the key risk areas identified in Leading Health and Safety on Britain's Railway

Aims

- Reviews health and safety performance on the GB mainline railway
- Looks at what we've learnt
- Showcases cross-industry risk-reduction initiatives
- Monitors progress with delivering our health and safety strategy

Outputs

- Eight-page summary report
- Railway safety in context document

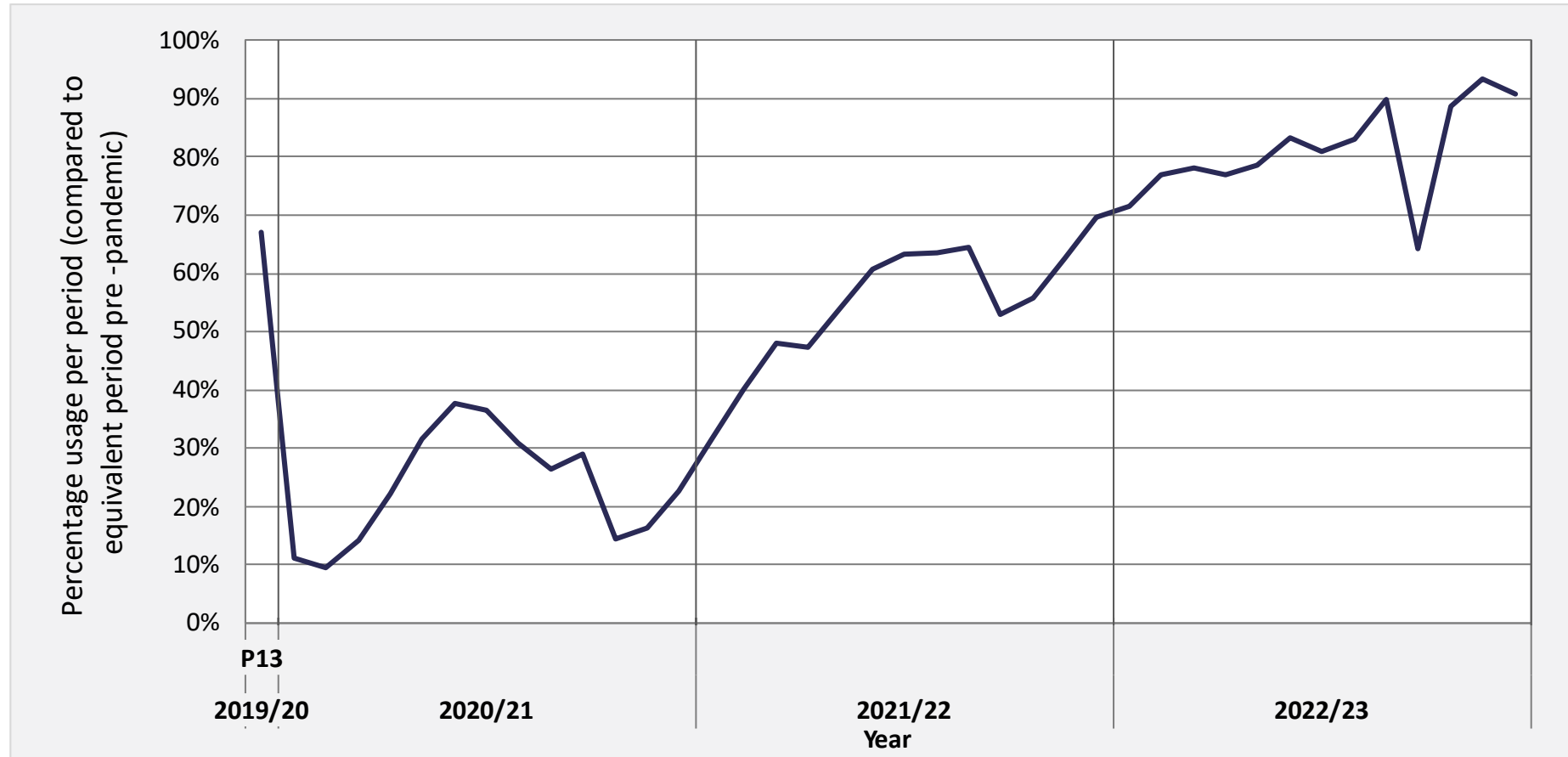
Availability

- From June 29 at www.rssb.co.uk/ahsr

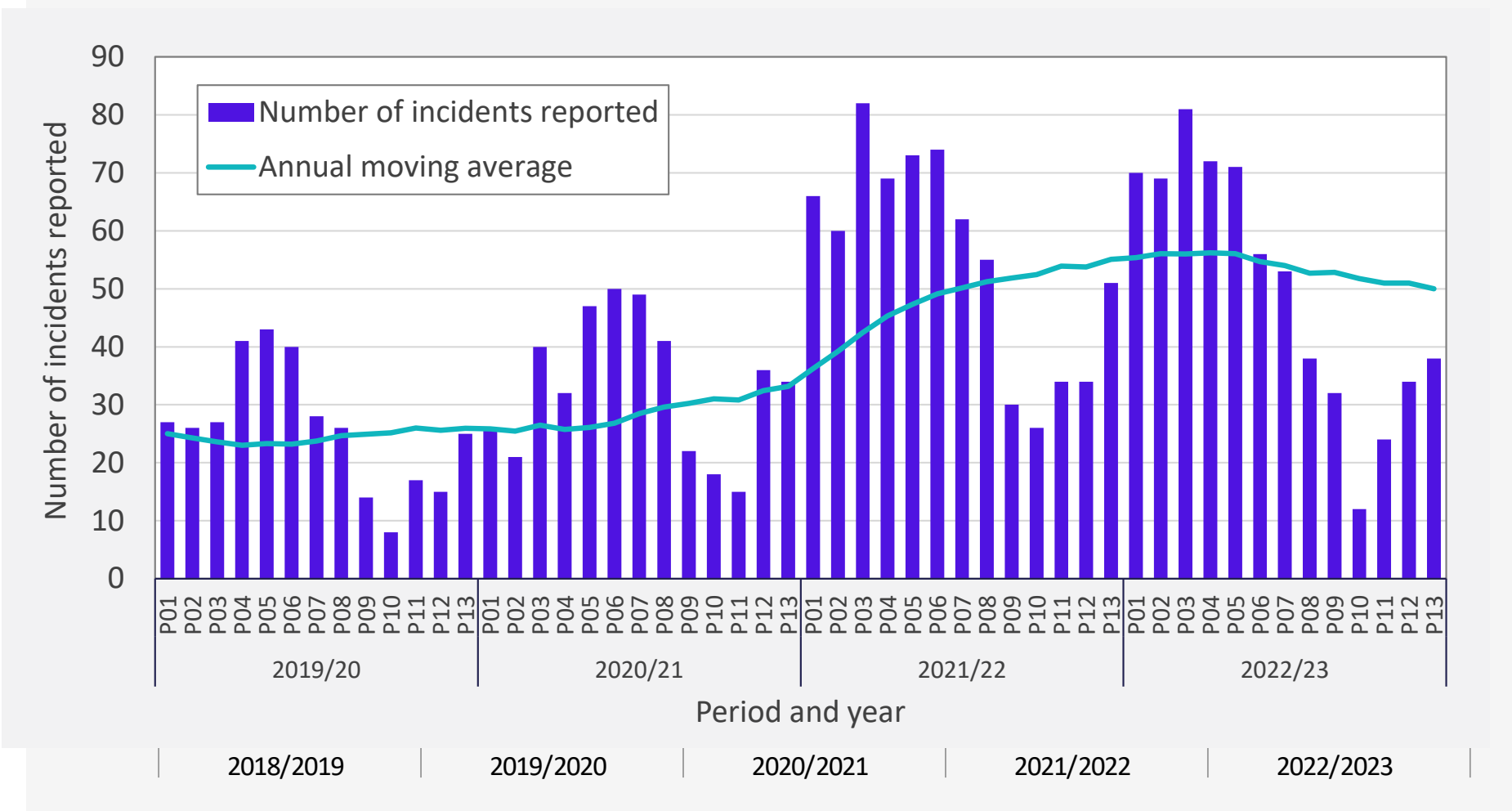
GB rail safety at a glance 2022/23

- 0 passenger and workforce fatalities in train accidents (excluding trespassers and level crossings).
- 46% increase in passengers journeys, compared to 2021/22. But still only 83% of pre-Covid-19 levels.
- 2 workforce fatalities.
- 5 passenger or public fatalities (excluding trespassers and level crossings) .
- 13 public fatalities at other locations (8 were trespassers, 5 occurred at level crossings).
- 236 suicides or suspected suicides.

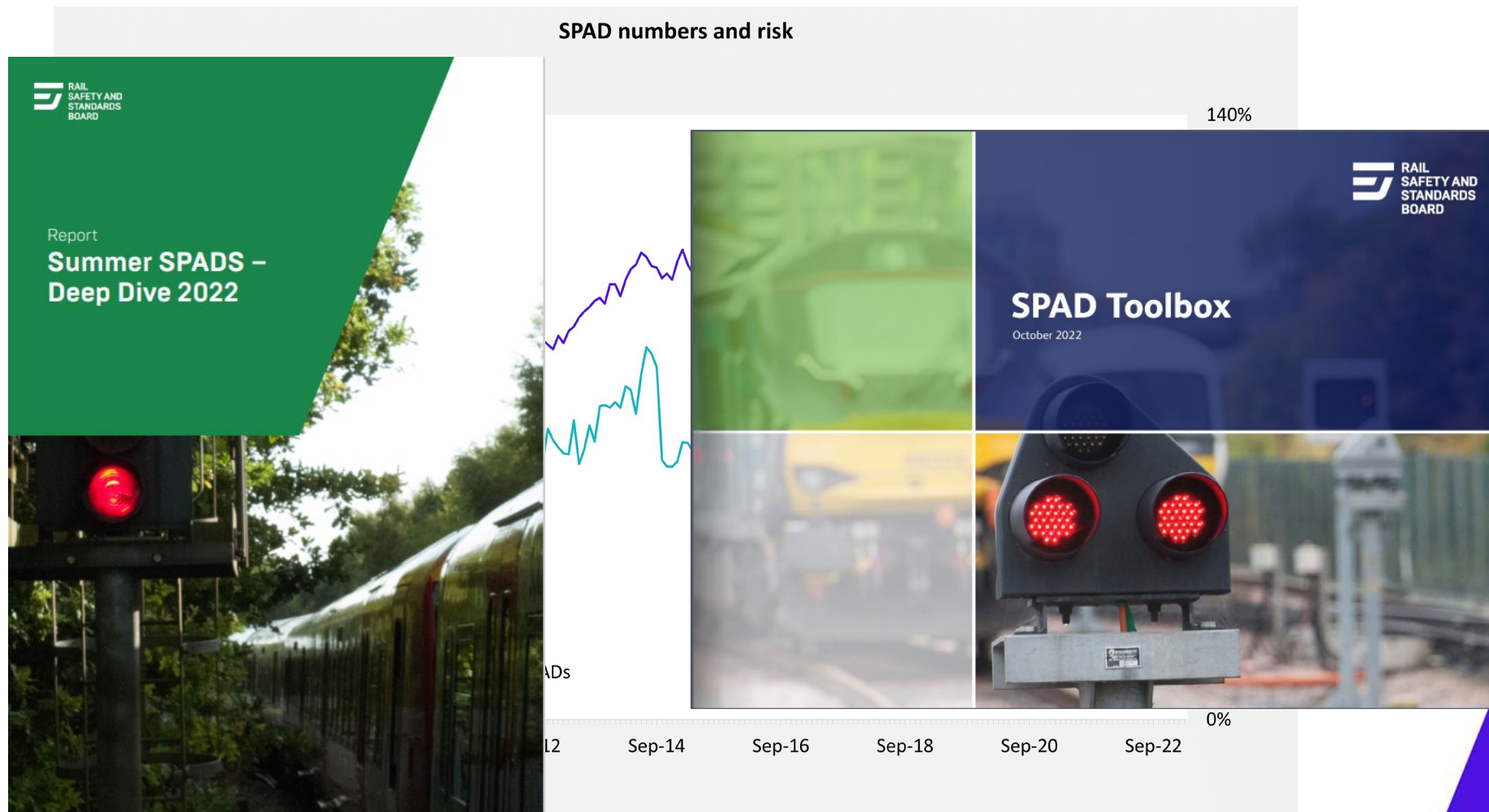
A changing railway



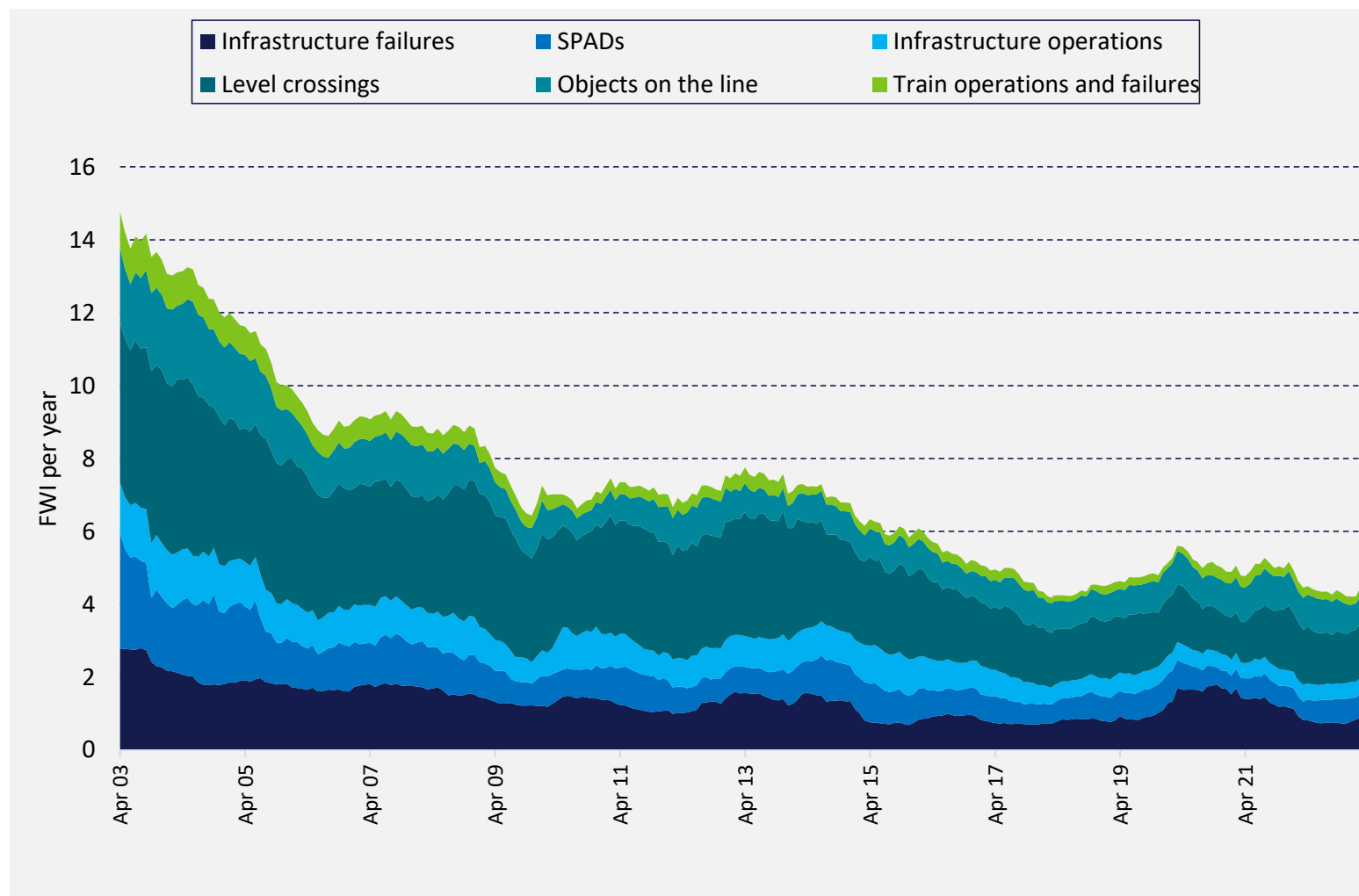
Public behaviour



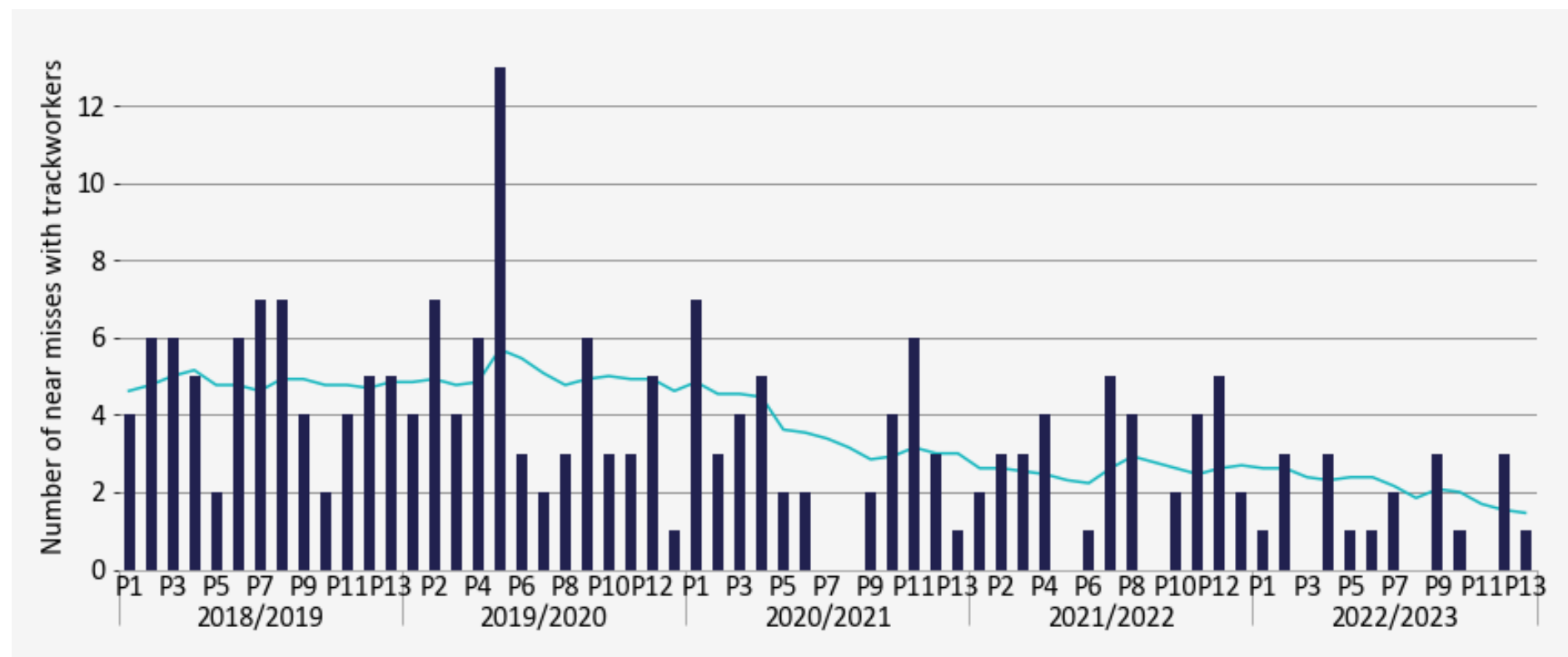
Train operations and SPADs



Asset integrity



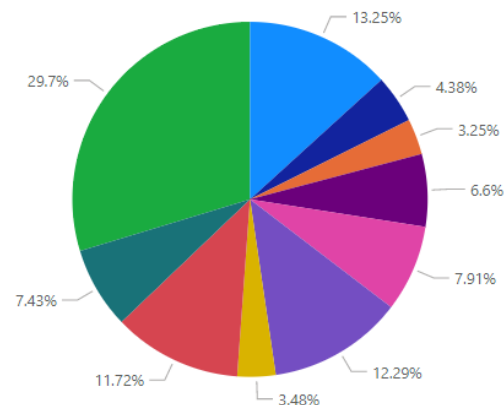
Track worker safety



Health and wellbeing

Top 10 reasons for self-certified employee sickness absence across industry classified using level one of the HSE/Institute of Occupational Medicine's Sickness Absence Recording Tool (SART).

Companies using a different classification had their categories recoded. The percentage of occurrences is the percentage of times a specific reason was given for hours lost because of sickness



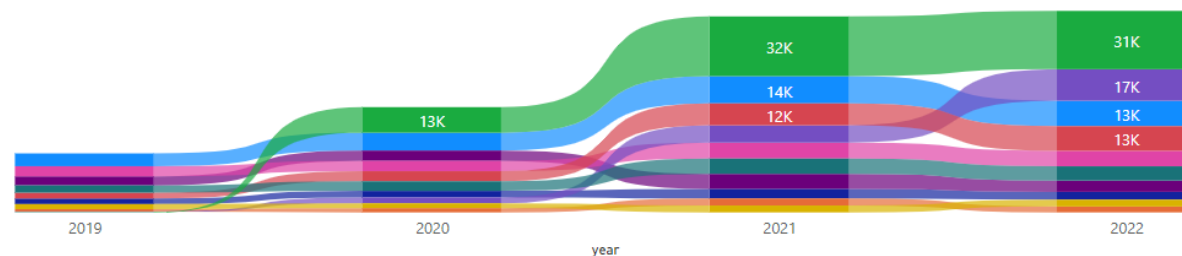
Classifying and coding Causes of Sickness Absence - Level 1

- Anxiety/stress/depression/other psychiatric illnesses
- Back Problems
- Chest & respiratory problems - (exclude nose & throat problems, ...)
- Cold, Cough, Flu - Influenza
- Gastrointestinal problems (e.g. abdominal pain, gastroenteritis, vo...
- Infectious diseases
- Injury, fracture
- Other known causes (nec) - not elsewhere classified in SA scheme
- Other musculoskeletal problems - (exclude back problems- includ...
- Unknown causes / Not specified

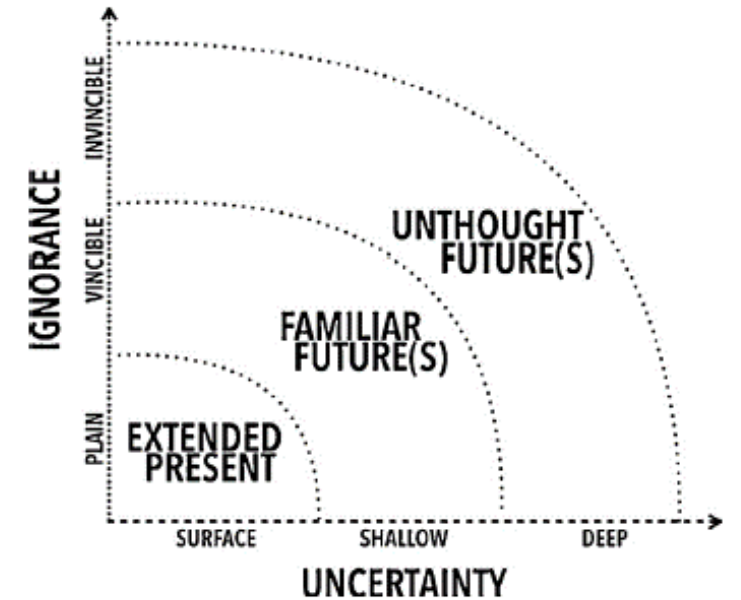
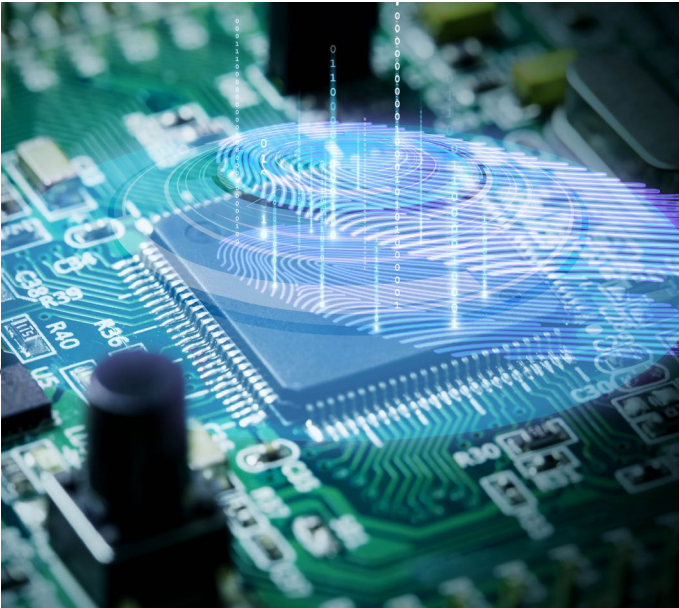


Workforce Health and Wellbeing

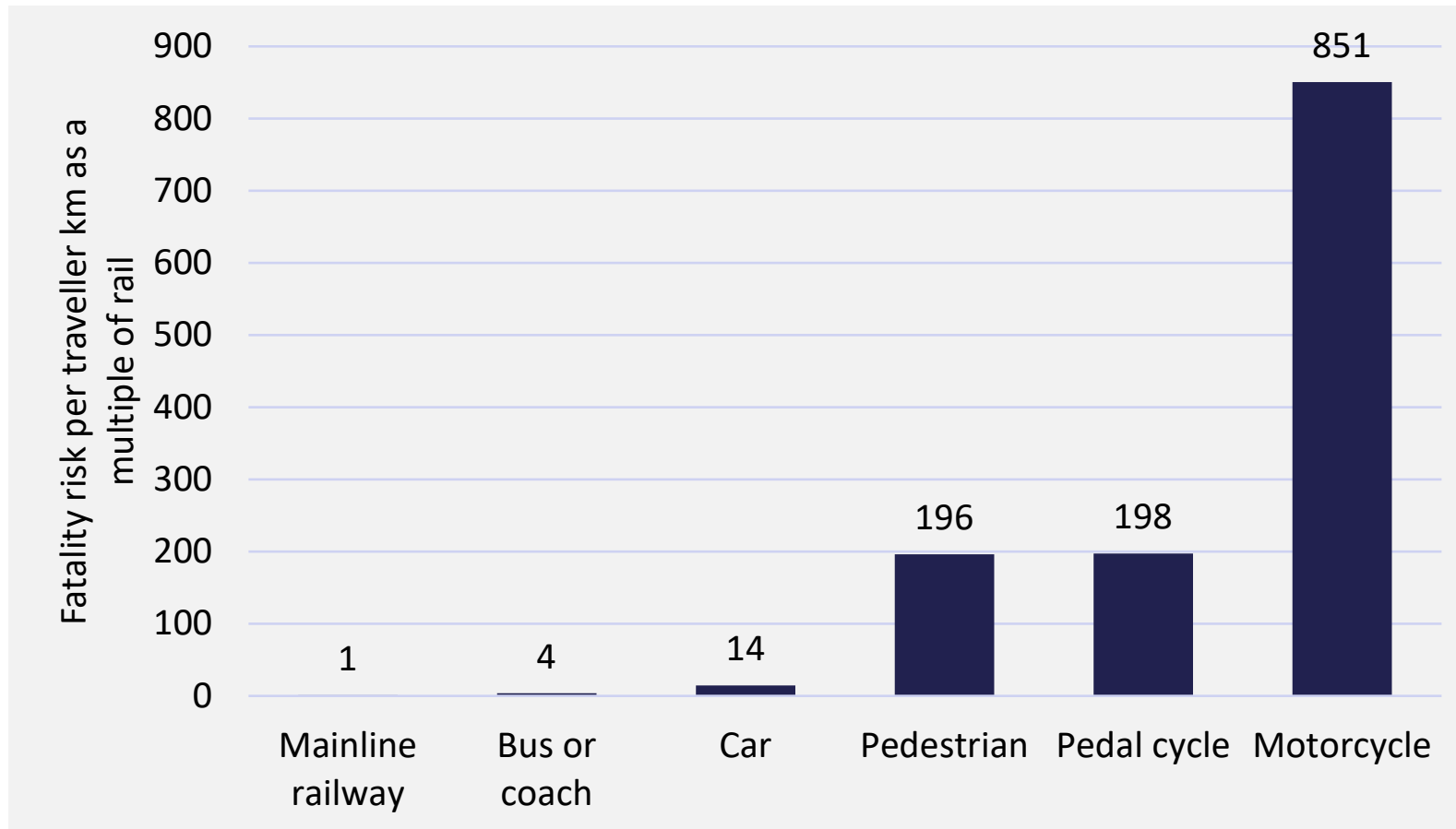
The Rail Industry Health and Wellbeing Performance Indicators Report



Future look



Rail remains one of the safest modes of transport



Thank you

Contact us

Address

The Helicon
1 South Place
London EC2M 2RB

Switchboard

020 3142 5300

Financial enquiries

finance@rssb.co.uk

Press office

20 3142 5653

pressoffice@rssb.co.uk





Rail Accident Investigation Branch

RAIB's 2022 Annual Review

Presentation to 12/06/23 RIHSAC

Andy Hall

Chief Inspector of Rail Accidents

Reflections

- Publication of first fatal train accident report since 2007 - Carmont
- First RAIB investigation into a collision between two moving passenger trains – Salisbury
- Time of transition in RAIB
- Time of change of great uncertainty in the industry we investigate

461 notifications



22 deployments



Outcome of 45 preliminary examinations undertaken by RAIB in 2022



RAIB publications during 2022

RAIB outputs during 2022

14 

Full investigations
published

(average time to
publish: x.x months)

1 Letter to
Industry



8 

Safety Digests
published

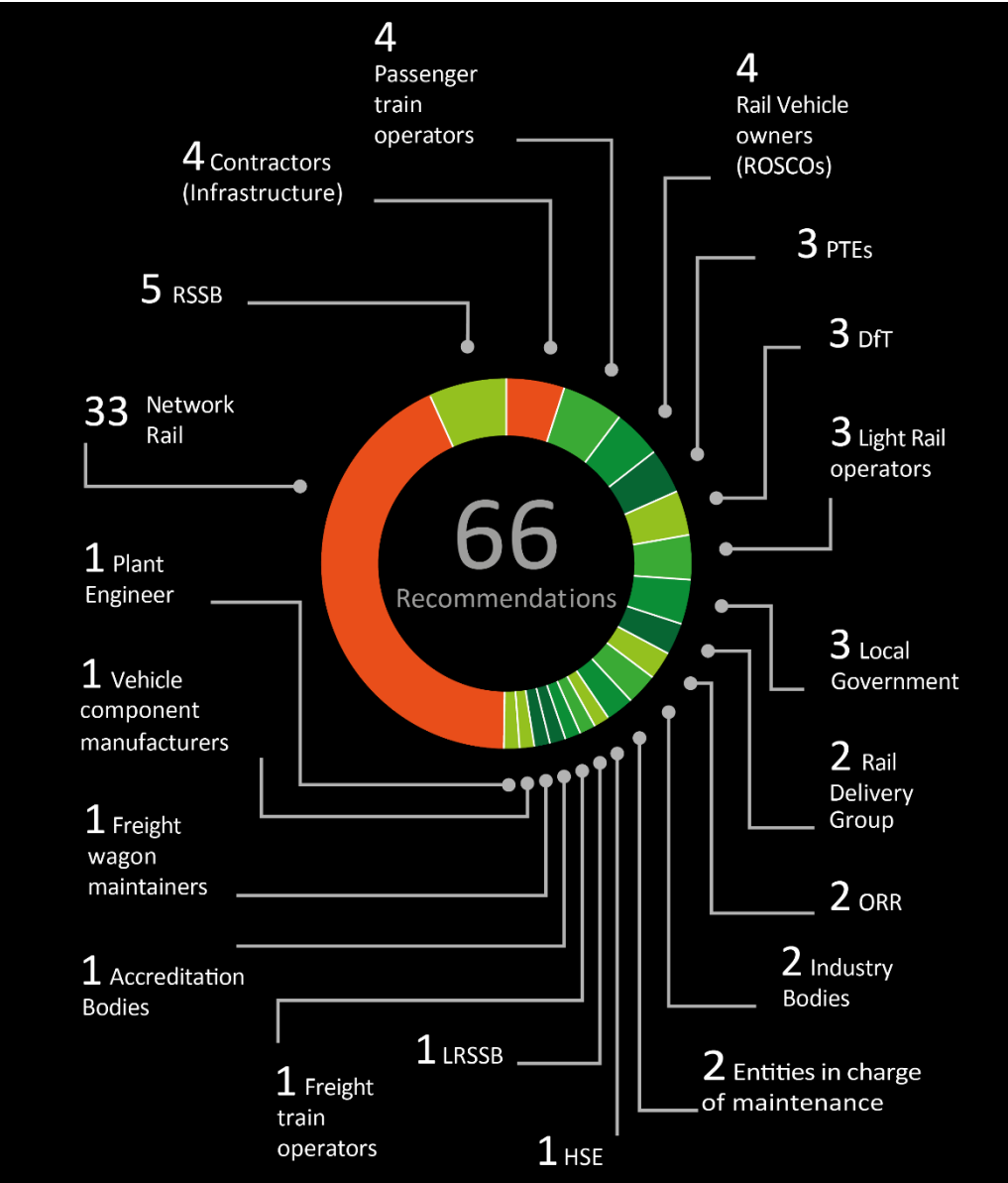
1 Interim Report
issued



4 
HM CORONER

Letters to coroners

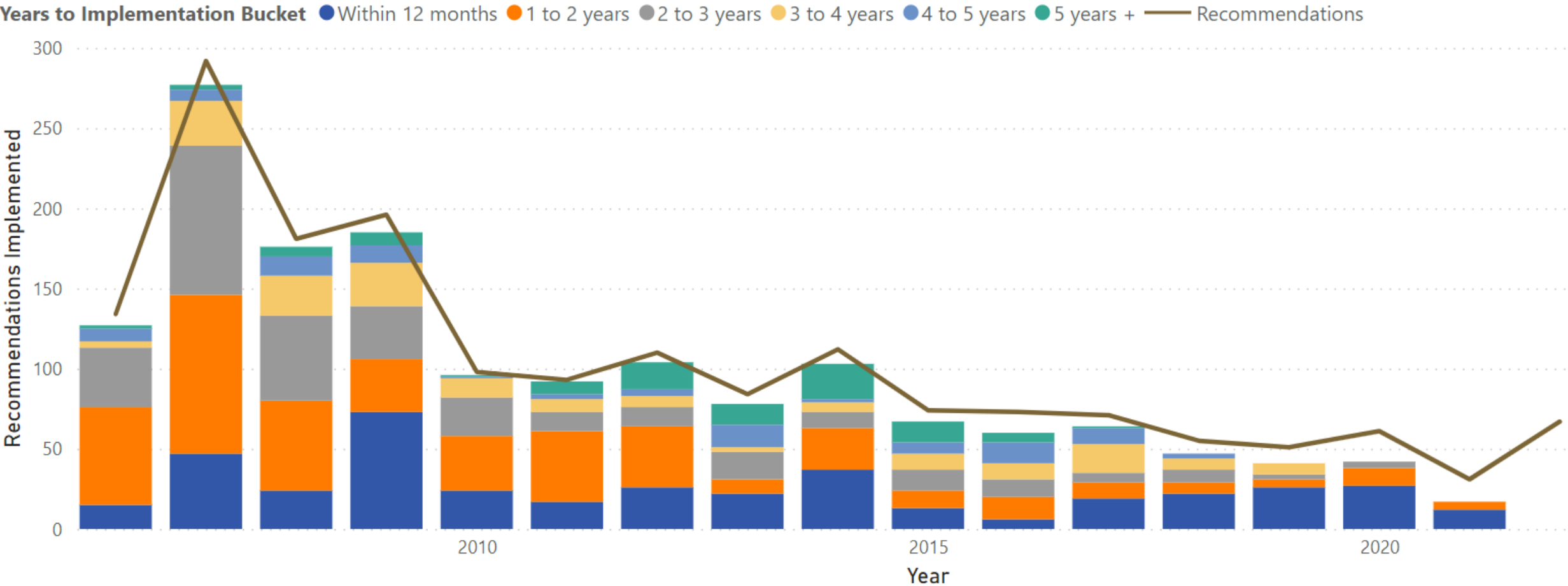
RAIB recommendations during 2022



66 Recommendations made to 76 end implementers:

Network Rail	33
RSSB	5
Contractors (infrastructure)	4
Passenger train operators	4
Rail vehicle owners (ROSCOs)	3
PTEs	3
DfT	3
Light Rail operators	3
Local government	3
RDG	2
ORR	2
Industry bodies	2
Entities in Charge of Maintenance	2
HSE	1
LRSSB	1
Freight train operators	1
Accreditation bodies	1
Freight wagon maintainers	1
Vehicle component manufacturer / designer	1
Plant engineer	1

Implementation of RAIB recommendations (all duty holders)



RAIB investigations (by theme)

Track worker safety

Surbiton, track worker struck & killed by train (9 Feb 2021)

Uphill Junction – track worker near miss D (14 Jan 2022)

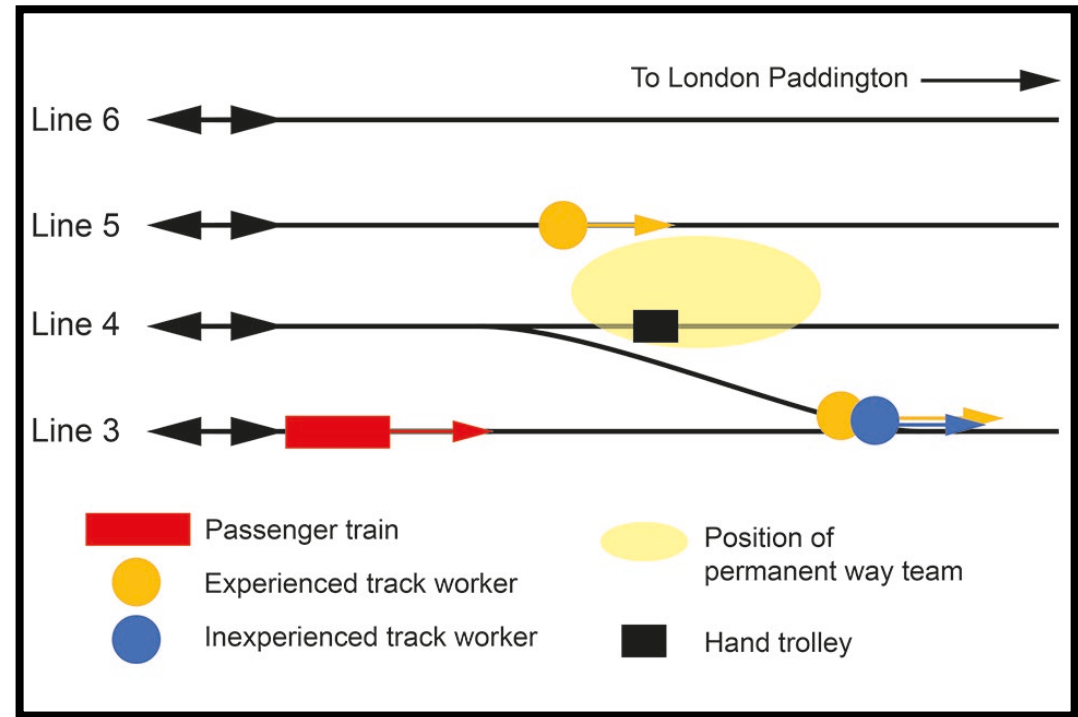
Paddington Station – near miss with track workers D (18 Jul 2022)

Chalfont & Latimer – train struck pway staff (15 Apr 2022)

Penkridge track worker near miss (11 Jul 2022)

Bulkington – trackworker near miss D (15 Nov 2022)





- Protection
- Where are you/which line is blocked?
- Planning and setting up a safe system of work
- Management assurance
- Culture and leadership

Published RAIB investigations (by theme)

Railway Operations

Slow speed collision, Grosmont station	(21 Sep 2021)
Derailment, Carmont	(12 Aug 2020)
Buffer stop collision, Kirkby	(13 Mar 2021)
SPAD and near miss, Sileby	(05 May 2021)
Buffer stop collision, Enfield	(12 Oct 2021)
Challow – train struck trolley	(21 Oct 2021)
Doncaster Freight Train Collision	D (05 Jul 2022)
Swindon – driver unaware of speed restriction	(18 Jul 2022)
London Liverpool Street Station - runaway train	D (02 Oct 2022)
West Worthing staff fatality	(01 Feb 2021)

Ongoing RAIB investigations (by theme)

Railway Operations

Peterborough Overspeeding Incident

(17 Apr 2022)

Carlisle Freight train derailment

(19 Oct 2022)

Railway Operations; key topics

- Driver attention
 - use of technology to detect a loss of attention and intervene where appropriate?
 - is there more that can be done to manage fatigue risk?
- Driver management, competence and performance
- Communicating safety critical information to drivers (eg blanket speed restrictions)
- Operational response to extreme rainfall (exploiting modern 'nowcasting' technology)
- Management assurance

RAIB investigations (by theme)

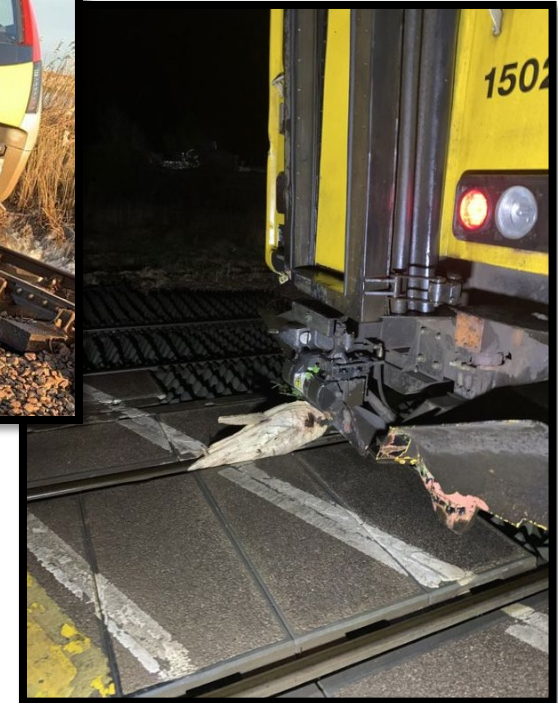
Management of weather events

Derailment, Carmont (12 Aug 2020)

**Collision with tree/derailment,
Balderton (26 Nov 2021)**

*Haddiscoe – track washout and near
miss (30 August 2022)*

- Protecting (resilience)
- Predicting (forecasting)
- Monitoring (nowcasting)
- Mitigating (reacting)



Carmont – key areas of learning

- Management of civil engineering construction activities by Network Rail and contractors
- Improved response to extreme rainfall events
- Improve capability of route control offices to effectively manage complex events
- Clarify the arrangements to be applied for the operation of route proving trains
- Address the obstacles to effective implementation of lessons learnt from the investigation of accidents and incidents
- A review of previous research on fitting secondary impact protection for train drivers (eg seatbelts and airbags)
- Assessment of the additional risk to vehicle occupants associated with the lack of modern crashworthiness features on HSTs

RAIB investigations (by theme)

Safety at the interface between platforms and train

Wood Street Station – trap and drag (14 Jan 2022)

Shudehill – trap and drag (27 May 2022)

Seven Sisters – trap and drag (23 Jun 2022)

Wembley Central – trap and drag (27 Jun 2022)

Crouch Hill – trap and drag (29 Jun 2022)

- Relying on door interlock/final safety check
- Systems to detect objects trapped in doors



RAIB investigations (by theme)

Safety at Level Crossings

Train stuck tractor and derailed, Kisby UWC (19 Aug 2021)

Audenshaw Tram collision with cyclist (01 Sep 2021)

Forestry UWC Near Miss (18 Sep 2021)

Near miss with cars, Coltishall UWC (21 Jan 2021)

Fleetwood Road (Cleveleys) – person struck by tram (24 Nov 2021)

Lady Howard FPC – fatal accident 21 Apr 2022

Farnborough North LX – near miss 19 May 2022



RAIB investigations (by theme)

Safety at Level Crossings

- Second train coming
- Authorised user/user behaviour
- UWCs on public roads
- Vulnerable user crossing times
- Mitigating known risks in a timely way



Salisbury, Wiltshire, 31 October 2021



Management of low adhesion, the Salisbury collision *(31 Oct 2021)*

RAIB's investigation is examining:

- the actions taken on the day to manage the risk of low adhesion
- actions of the driver
- the performance of wheel slip/slide protection and sanding
- higher level management of low adhesion, including:
 - the interaction between the IM and TOCs
 - risk assessment and management systems
 - collation, analysis and dissemination of data
 - rail head treatment technology and strategy
 - monitoring of rail head conditions
 - regulation of trains at high-risk locations
 - the management of vegetation

Annual report; themes

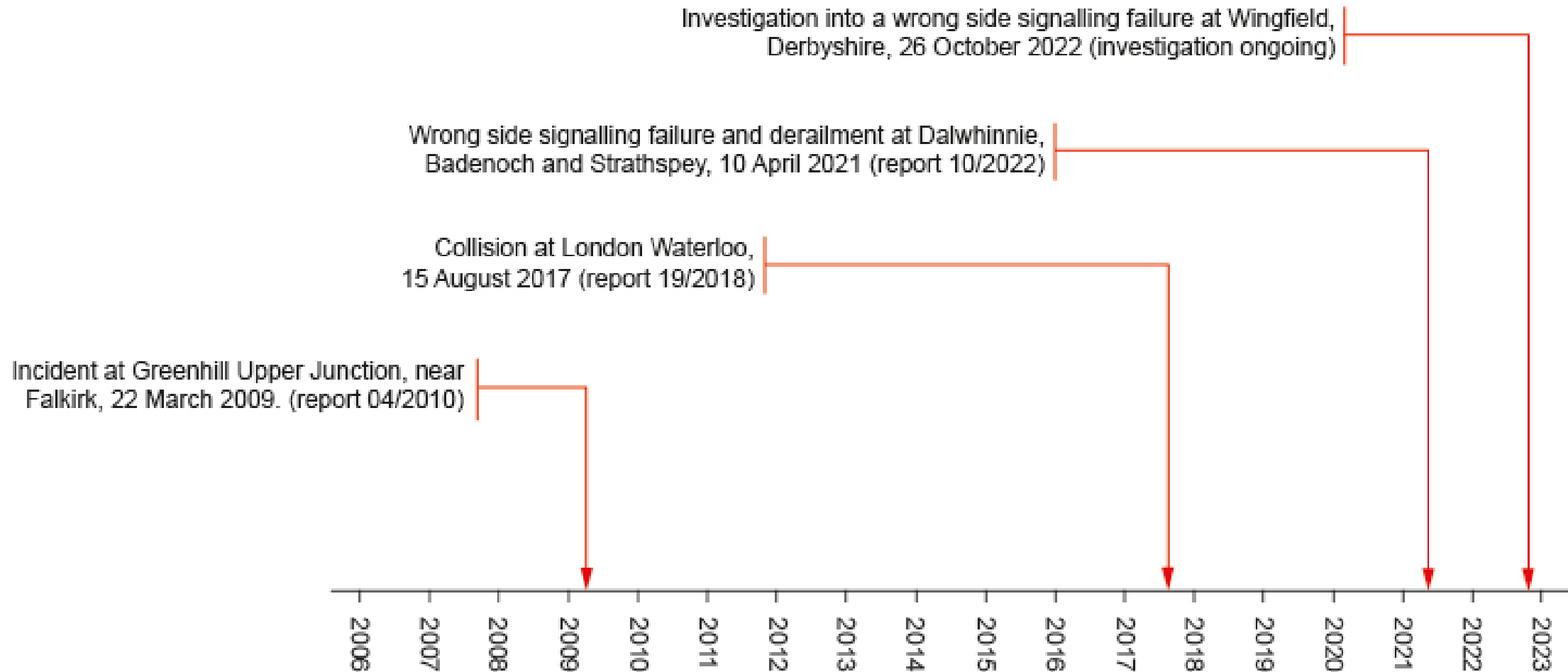
1. Safety of railway employees on or near the track
2. Railway operations (including driver attention)
3. Managing the consequences of bad weather
4. Safety at the interface between platforms and train
5. Safety at Level Crossings
6. Management of low adhesion

Role Management Assurance is not included in its own theme as it is a prominent feature in most of our investigations.

Summaries of learning; updated from last year

1. Design and operation of User Worked Level Crossings
2. Protection of trackworkers from moving trains
3. Managing risk at the platform-train interface
4. Safe management of abnormal train-operating events
5. Freight train derailments
6. Safe design operation and maintenance of on-track plant and trolleys
7. The safe management of weather-related events which affect train operation
8. The integrity of train braking systems
9. New one on Wrong Side Signalling failures

'Those who forget history are destined to repeat it'



'Those who forget history are destined to repeat it'

- Clapham 1988 - if you worked on the railway then, you are over fifty now, and more likely than not, retired
- Clapham led to many things: licencing, SMTH/SWTH, a cultural shift around the installation and maintenance of signalling equipment.
- Prior to Waterloo, I only recall the RAIB becoming involved in one wiring based WSFs in the decade before (there were a few types of WSF investigated and although not a wiring fault Cardiff involved people not following test handbooks).
- Recently we published Dalwhinnie, following quickly by events at Wingfield.
- While RAIB only investigate relatively severe outcomes, so have a low number of data points – however, this feels like a risk that needs attention
- Are the railway forgetting the lessons of Clapham ?

Timely action in response to known risks

- Coltishall Lane report contained a chronology starting from a fatal accident in 1990 detailing attempts to close or improve the crossing over 20 years
- In total, it's a tale of woe, but the failure of each of the many attempts in themselves may be seen as justifiable or at least explicable
- There are many other instances whether related to level crossings, landslips, wagon derailments etc
- The railway knows virtually all the risks and has a good idea of the levels but sometimes struggles to address them before being caught out by the risk manifesting itself as a significant event.
- Why? - industry complexity, spending priorities, an over-belief that the past predicts the future, rapid turnover of people in certain areas

RAIB and Europe

- RAIB has agreed revised Protocols with its equivalents in Ireland and France, to cover cooperation at or near or international frontiers
- RAIB continues to work closely with rail accident investigation bodies in Europe, and beyond (Peer Review and NIB Guidance Notes task forces)
- We are assisting DfT with revised Channel Tunnel Regulations in the areas affecting accident investigation.

RAIB priorities for 2023

- maintaining high quality, timely investigations;
- keeping up with changes in technology and industry structure;
- recruiting, developing and keeping the right expertise
- continued positive engagement with the rail industry and other statutory bodies;
- preserving and enhancing RAIB's international contacts;
- working with other railway accident investigators in the UK to share good practice and to help improve the quality of investigations

Taking stock

Areas of substantial progress

- Level crossing risk assessment and management
- Dramatic reduction in redzone working (GB)

Persistent threats

- Timely and sufficient mitigation of known risks
- Track worker safety

Emerging concerns

- Forgetting history – increasing frequency of events associated with signalling WSF due to wiring errors
- Risks due to organisational uncertainty and change in the railway (GB)

Questions?



A MEDIA

**Railway Industry Health and Safety Advisory Committee (RIHSAC)
Provisional Forward Programme (as of June 2023)**

	Subject	Lead	13 Mar 2023	12 June 2023	16 Oct 2023
1.	UK Health and Safety Regulators' Network Subgroup on Innovation – purpose and workbank	Jen Ablitt, ORR	✓		
2.	Safety by design update – update on ORRs work in this area since it was last reported on in early 2017	Ian Raxton, ORR	✓		
3.	ORR's annual health and safety report – early thoughts for discussion	Ian Prosser, ORR	✓		
4.	Depot safety – an overview of some work Rail Partners has been doing and details about a forthcoming depot conference	Mark Gaynor, Railway Partners	✓		
5.	Pam Warren report: recap and reflections post publication of 2021 report for ORR – <i>Pam Warren: Is safety really part of the rail industry's DNA?</i>	Pam Warren / Ian Prosser, ORR		✓	
6.	Emerging themes in ORR's annual health and safety report	Ian Prosser, ORR		✓	
7.	RAIB 2022 annual report	Andrew Hall, RAIB		✓	
8.	RSSB annual report – early sight of the key themes	Marcus Dacre/Robert Sigrist, RSSB		✓	
9.	Rail Transformation Programme and safety assurance – update since November 2022	Simon French			✓?(TBC)
10.	Health and mental health risk management / including prevention (for both industry and passengers)	TBC – ?Union rep			✓(TBC)

Railway Industry Health and Safety Advisory Committee (RIHSAC)
Provisional Forward Programme (as of June 2023)

	Subject	Lead	13 Mar 2023	12 June 2023	16 Oct 2023
11.	Good Practice in Regulation: Better Regulation Framework and NAO report on the principles of effective regulation	ORR/David Porter			✓(TBC)
12.	Sandilands: <ul style="list-style-type: none"> • lessons learnt • Prior Role Review • tram policy updates • future activities 	John Cartledge / ORR			✓(TBC)
13.	Outcomes of ORR risk profiling	Garry Stimpson, ORR			✓?(TBC)
14.	How the industry handles track plant	TBC – ?Network Rail/ Tom Wake (ORR)			✓(TBC)
15.	Health and wellbeing	TBC			✓?(TBC)
16.	Carmont working group – High Speed Trains/rolling stock issues	TBC			✓?(TBC)
17.	Future management of weather related risks – Network Rail and TOCs' perspectives	TBC – ?Network Rail/TOCs			✓?(TBC)
18.	?Passenger concerns – research done by Transport Focus	?Andrew Smith, Transport Focus			

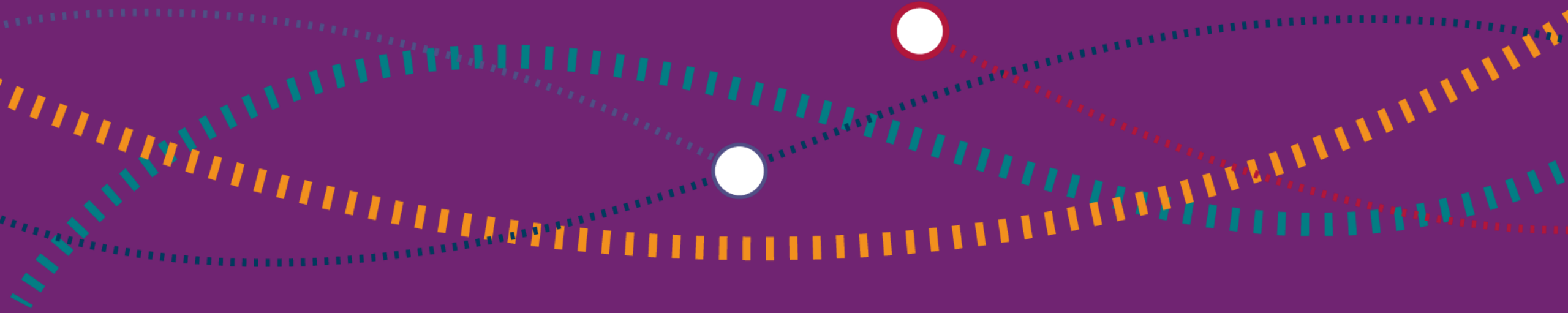
Standing items – Emerging and confirmed themes in ORR's annual health and safety report (March and June meetings), RAIB annual report (June), Outcomes of ORR risk profiling (October meeting)

**Railway Industry Health and Safety Advisory Committee (RIHSAC)
Provisional Forward Programme (as of June 2023)**

Annual Report of Health and Safety on Britain's Railways 2022–2023 – Chief Inspector's review

Ian Prosser, CBE – HM Chief Inspector of Railways/Director, Railway Safety, ORR

12 June 2023



Purpose of the report

Annual Health and Safety Report sits alongside:

- ORR business plan and report, H&S Regulatory Approach, Strategic Risk Chapters, Individual duty holder annual reports.

Distinct purpose:

- Challenge, inform and influence:
 - our dutyholders to inspire excellence and leadership
 - Government, parliamentarians, passengers, the public etc. complemented by other comms and publications throughout the year.
 - and own our staff, other regulators.
- Evidence, expert judgement and analysis:
 - an annually aggregated overview of the sector
 - Key risk topics for the coming year(s)

The report will be published on **19 July 2023** at ORR launch event to be held in London, SW1.

The challenges ahead

1. Industry Challenge and Change

2. New technology and innovation

3. Leadership Supporting People

Industry Challenge and Change

- Mainline railway – ambitious reform proposals to create a new guiding mind in **Great British Railways (GBR)**, inflationary pressure and fiscal constraint – focus on the day job of safe and healthy railway during uncertainty.
- Network Rail's committed to modernising its working practices – ensuring these plans are implemented safely.
- Risks of **extreme weather to earthworks and civil structures** – hold Network Rail to account to ensure necessary changes are delivered in every region.
- Trams – positive review of **LRSSB**. Continue oversight of the Sandilands RAIB recommendations, particularly implementation of automatic speed control and driver inattention systems.
- **Heritage sector** – we continue to engage across the sector in order to maintain and increase its management of risk capability. Continued collaboration with the Heritage Railway Association.

New technology and innovation

- **Safety by design** of new systems and technology.
- Network Rail have introduced **new protections to improve track worker safety** – implementing this technology needs to go further, faster and properly involve end user to drive their buy-in.
- We expect to see roll out of **weather forecasting improvements and more remote condition monitoring**, improving operational planning and mitigation of the risks of extreme weather events, as well as systems that offer remote and **safer electrical isolations**.
- Industry capability for introducing and operating existing and new technologies needs to develop, support by robust risk assessments.

Leadership Supporting People

- Focus on maintaining and improving the health, safety and wellbeing of the railway's people. Strong leadership is required to implement change.
- Support and invest in people to rebuild the discretionary effort needed to run a high performing railway, collaborating with trades unions.
- Industry to better understand and support **human performance** in managing safety – improve industry safety investigations and understanding of incident factors.
- Pressing for a step change in the **management of fatigue**.
- Health – significant progress made in recent years but there is more to do. Network Rail is moving forward in developing state of the art **occupational health services** provision.
- Industry must build on the pilot to gather and share common **health benchmarking data** with improvement in health management capability, including better health risk assessment.
- Continued engagement with the heritage sector to strive for a more mature, consistent and standardised approach to leadership and self-support.

Achievements in the past year

- Track worker safety improvements.
- The strong collaboration and good safety performance of duty holders involved in the very successful start of the Elizabeth line.
- We have dedicated significant efforts to working with Department for Transport, Health and Safety Executive and others to understand the potential implications of the Retained EU Law (Revocation and Reform) Bill.
- We also continue to work with the sector to further enhance the use of RM3 ensuring better collaboration with and amongst dutyholders as we seek to improve health and safety outcomes.

