



Railway Industry Health and Safety Advisory Committee (RIHSAC)

Minutes of the 113th RIHSAC Meeting

Tuesday 2 July 2019

Room 2, One Kemble Street, London

Present:

Justin McCracken
Ian Prosser
Jen Ablitt
Tracy Phillips
Max Buffey
Sharon Mawhood
Tim Gill
Rebecca Warren
Ali Chegini
David Davies
John Collins
Simon French
Paul Bird
Garry Mckenna
Mark Norton
Marian Kelly
Ian Stevens
David Burgess
Richard Peters
Vincent Borg
John Cartledge
David Porter
Rob Miguel
Bill Hillier
Tim Bellenger
Phill Barrett
Jason Connelly

Item one: Welcome, introductions, apologies for absence, safety moment and actions from 2 April 2019 meeting.

1. Justin McCracken (JM) welcomed everyone to the meeting, noted apologies of Nisa Carey (BTP) and Jill Collis (TfL) who sent Rebecca Warren (RW) and

Marian Kelly (MK) respectively to represent them. Apologies were also received from Mark Ashmore (UK Tram), Alastair Young (Transport Scotland), RAIB was also welcomed to the Committee as a full time member.

2. Justin McCracken (JM) advised members that the agenda had been deliberately managed to include just three substantive items so as to allow more time for discussion. He would welcome members' views on whether this was successful at the end of the meeting.
 3. Tracy Phillips (TP) provided an update on actions from the previous meeting. Action 112.1 concerned clarification to the minutes from the 111th meeting – this had been done, Action 112.2 – as neither party (Paul Clyndes, RMT and Lisbeth Fromling, Network Rail) were present to provide an update this would be tabled for next meeting. Action 112.3 concerned members reviewing the forward programme – no comments had been received.
- **Action 113.1 – action 111.2 to remain as an outstanding action and an update sought at RIHSAC's November meeting.**

Item two: Health and Safety Regulation Committee (HSRC) update.

4. JM advised members that HSRC had had a major discussion on occupational health and the Chair of the Industry Health and Wellbeing Policy Group (HWPG), John Halsall, had attended. This topic was on the agenda for RIHSAC's meeting.
5. HSRC also took a paper on the RAIB annual report and was pleased with the effective working relationship that the ORR and RAIB have established and wish to see this continue.
6. Ian Prosser (IP) also presented some work to HSRC around improving our understanding of the concerns of the travelling public and how those are reflected back in our communications. Some discussions had taken place with academics and the next step would be to hold a workshop. IP proposed that the RIHSAC members from Network Rail and RSSB and John Cartledge be involved.

Item three: Chief Inspector (CI) update (Ian Prosser).

7. IP provided an update on the Sandilands investigation and noted member's interest in any progress. CPS had still not concluded on its deliberations and had not come to a decision on any potential charges. IP advised RIHSAC that ORR could act quickly if and when the investigation was handed over to us.
8. Progress had been made in regards to consulting on possible legislative changes to private level crossings legislation by the Department for Transport.
9. Ian provided a brief overview of July which is ORR's reporting month, with ORR's Network Rail Monitor being the first to be published on the 4TH July, followed by pieces for the Williams Review on disabled access and complaints handling and the Measuring Up report on 11th July, ORR's annual assessment

of Highways England 12th-16th July and then the Chief Inspector's Annual Report (CIAR) launch on the 16th July.

10. Ian gave the committee a brief on the main points in this year's CIAR. It reiterated the 3 main challenges that he saw the railway industry facing – see below. His foreword mentioned that there had been a steady improvement in safety over the past 10 years, particularly in track condition and electrical safety, and the fewest ever fatalities at level crossings. However, this progress had slowed in recent years with things such as SPADs and near misses increasing. The 3 main challenges facing the industry are;
 - a. Responding to increased pressure on the system, specifically working to try to reduce incidences of SPADs.
 - b. The management and implementation of new technologies (software and hardware) including how we can learn lessons from the delayed introduction of such technologies and improve safety by design.
 - c. Supporting our people - who are often the last line of defence – and make further progress with mental health.
11. RSSB' risk model of RSSB showed two main areas where we were not improving - objects on the line (including vegetation) and the number of operating incidents/irregularities. Understanding the work load placed on signallers, ensuring safety critical protocols were followed, a focus on platform-train interface, the importance of properly planning and managing change were all covered. The report would also note that funding had been secured for the safety and standards board for light rail.
12. John Cartledge (JC) expressed concern about the time the CPS was taking to come to a decision on the Sandilands case. JC acknowledged this was not something that ORR had control over but noted that it had been 18 months since RAIB published its report and that a decision needed to be made as it was unfair on the victims, their families, the driver and other passengers. He hoped it did not mirror the Potters Bar incident experience. The Committee agreed that any unnecessary delay should be avoided.
13. Simon French (SF) agreed that the management of change was a challenge and that the implementation of new technologies had caused problems. He queried the way industry and its suppliers were validating software and considering the interfaces with other systems and the potential for failures. In his view software failures were not treated with the same degree of seriousness as hardware failures and there was a need for the industry as a whole to work collectively on this.

Item four: ORR's review of health risk management in the rail industry 2014-19:

14. Sharon Mawhood (SM) gave a brief overview of the paper and reminded RIHSAC that it had an earlier discussion on occupational health in October 2018 and she had agreed to return with the emerging findings from the review of the

2014-19 programme. The headlines were that industry recognised the 3 main factors for sickness absences outlined in paper which remained stubbornly high in rail compared to other sectors. Industry focus needed to extend beyond the obvious and consider long latency health issues which did not show in the current data. Building capability and a better evidence base for this was needed across the sector. Sharing health data across the industry could provide this intelligence and the system was built and ready to do so but populating it required commitment. The latest RSSB estimate was that £889 Million is lost each year from sickness absences, so being able to improve the wellness of employees and potentially track or predict issues would reduce this spend.

15. SM advised RIHSAC that more detail would be included in the final report and members could comment before the report is taken to HSRC.
16. JM highlighted some points from HSRC's discussion of the topic when John Halsall had attended to present the work of HWPG – progress was being made in the HWPG working groups; but further senior engagement was required from the industry, including “turning the tools on” to share health data; better evidence was needed to address the biggest risk/s; and a “mega conference” was proposed for summer 2020 to raise the profile. HSRC had asked John Halsall to give a very high priority to the sharing of health data across the industry so that the evidence base would be improved, and emphasised how challenging it was likely to be to get senior managers across the industry fully engaged on this topic.

17. A number of points were made in discussion:

- David Davies (DD) questioned whether there might be opportunities to link government targets for emissions and air quality to sector issues such as greater electrification and cleaner fuels. Possible topic for future RIHSAC discussion? SM agreed that there were opportunities to build things into franchises. Jen Ablitt (JA) thought some of the government targets (e.g 2050) were too long for rail and action needed to be taken earlier.
- Ali Chegini (AC) suggested that we should think more widely and not just look at using existing models for gathering the data; how the industry thought about collecting and analysing the data needed to change. SM agreed that there were a lot of frameworks in place for data sharing but the industry seemed cautious about adopting them.
- Phil Barrett (PB) thought the greatest challenge was around having meaningful data to compare. And mentioned the complexities of gathering industry wide data.
- SM, agreed that it was a complex issue but felt no improvements in this area had been made in the last 5 years. A starting point would be to require industry to report absence.
- Marian Kelly (MK) was interested in the benefits of an overall health risk assessment approach, akin to that for system safety. Traditionally industry would look at each health risk in isolation. SM described some work the Health and Safety Laboratory had done with Network Rail which looked at noise exposure,

manual handling and vibration together and David Burgess (DB) described how NR was determining task risk profiles through risk assessment. SM advised that the HWPG had constituted a health risk assessment group and SM and MK would discuss potential TfL participation outside of the meeting.

- **Action 113.1 – Sharon Mawhood and Marian Kelly to discuss potential TfL participation in the HWPG working group on health risk assessment.**
- Richard Peters (RP) suggested that there was a lack of a communication plan in the industry on occupational health issues and it was therefore hard to gain traction and think about long term health issues/exposures.
- Simon French (SF) suggested that anonymised health screening data would be helpful as it would provide more leading indicators.
- RP mentioned that Network Rail had already implemented full “MOT” checks for all safety critical staff and had extensive anonymous data from that already.
- David Porter (DP) agreed that there were clear challenges, but thought that the report should set out what ORR’s objectives were for this, including benchmarking and setting targets.
- JA confirmed that this would be outlined in the revised Strategic Risk Chapter towards the end of the year. Members would have an opportunity to comment on a draft of this document.
- Rob Miguel (RM) mentioned that Unite had extensive data regarding the impact of diesel fumes in specific locations and that it would be possible to share that with the ORR.
- **Action 113.2 SM said that ORR was already receiving this data through Paul Appleton. This to be checked before next meeting.**
- AC brought up GDPR concerns with the sharing of health data but JM did not consider that this should be an issue if the data was kept anonymous and that the key to this was to encourage industry to engage with systems. IP confirmed that ORR would continue to try to encourage this behaviour.

Item five: RSSB research on crowding and proposed revisions to ORR’s crowding policy (Tim Gill).

18. Tim Gill referenced his paper that had previously been circulated to members and brought attention to the two tables contained in the paper on which RIHSAC feedback was welcomed.
19. Tim Bellenger (TB) remarked that train control and its impact on crowding needed more focus – there needed to be a recognition that it was about moving people not just moving trains.

20. JC mentioned that there was no standard determination of what constituted 'overcrowding'. He was pleased to see an ORR report acknowledging the issue and the clear evidence of the negative effect on passengers.
21. MK offered to share TfL's approach to understanding, predicting and managing crowding risk.
22. SF confirmed that the report's findings aligned with RAIB recommendations following recent incidents. Dealing with abnormal incidents and overcrowding was now part of the modern railway and needed to be managed effectively.
23. RM linked overcrowding to general worker health – if people's journeys to work were impacted this could cause fatigue and/or feelings of stress.
24. DD highlighted the impact on train facilities due to overcrowding such as accessibility to toilets and catering.
25. RP thought the paper should make more of a point about acute diseases being transmitted with overcrowding.
26. Bill Hillier (BH) cautioned against using the wording of 'we do not anticipate significant change' in the paper as incidents of self-evacuation were likely to increase and should not be glossed over. JC, PB and SF agreed that accurate information was essential, particularly during disruption. Members also noted there would be regional differences around what people thought was "crowding".
27. RM questioned whether risks arising from overcrowding was a catastrophe waiting to happen, the consequences of which could be very damaging to the industry and would take a long time to recover from.
28. Ian Stevens (IS) queried whether the report addressed staff as well as passenger safety as crowding created issues for front line staff. IP confirmed that new body cameras had been effective in combating staff assaults and Becky Warren (BW) agreed that the use of body cameras had changed both staff and passenger attitudes for the better.
29. Justin concluded discussions by thanking members for their comments, and invited members to make any further comments directly to Tim.

Item 6: Preventing trespass and suicide on the railway – Network Rail and ORR actions (Ian Stevens).

30. Ian Stevens (IS) issued members with a graphic showing the various suicide and trespass initiatives and explained that he would be talking about what was happening on these issues in the industry as a whole, not just in Network Rail (Attached at end of minutes). Both trespass and suicide on the railway were increasing, and strategic partnering with BTP and Samaritans were in place. Industry was now looking for a mental health partner.

31. IS outlined the national campaigns that were running, both more traditional campaigns as well as using social media and other new technologies to help identify and target communications. There was also activity at local/route level and train operator level.
32. IP explained that he sits on the strategic groups and supported the efforts made. The difficulty of keeping minors away from places such as freight yards where they had easy access to vehicles was well known and had been the subject of enforcement action. He expressed concern that some of the known hot spots remained the same five years after they had been highlighted and he had made it clear to TOC MDs that many of these were within 100m of station. He would be writing to them to remind them of the need to co-operate on this issue. Trespass was the biggest cause of delays on the railways and increases system risk.
33. On suicide Network Rail was in partnership with the Samaritans and supporting programmes for suicide prevention such as the Million Hours challenge.
34. DD encouraged work in this area and cited the suspicion that many of the pedestrian deaths on the strategic road network are suicide.
35. JC raised the risk of potential 'copycat' scenarios from these campaigns highlighting specific cases and thought that people might try and emulate this and see the railway as a successful place to commit suicide. He also brought up concerns around social media as it did not have the restrictions such as not revealing names or specifics of suicides to the public that traditional media had. IS explained that the view on this was changing and that the best course of action was to get out ahead of social media and to acknowledge that these events happened; people were already aware that suicides occurred on the railway and it should be talked about more.
36. The Committee discussed some campaigns that were focused on survivors of attempted suicides. These showed people how life altering an unsuccessful suicide attempt could be (20% of cases) and that most people who attempted suicide on the railways but were prevented by an intervention did not go back to the railway to try again (only 5% go back). AC asked whether telling a driver's story helped in these situations but IS thought that people generally knew that a driver would get support so it was not impactful.
37. (MK) shared that TfL was already tracking interactions of staff with potential suicide risks and staff were trained to tackle these situations. PB also noted that there was a lot of activity in this area on heavy rail and that it was better to intervene than not.
38. TB thought this was a wider social problem; RM thought the strongest message should be around the point that the chance of being seriously injured rather than killed was high, and Vincent Borg (VB) thought that we should promulgate the fact that people that 'fail' at committing suicide more often than not do not re attempt. JM concluded by thanking IS for his session, noting that it was clearly an area where industry was having impact but that even more needed to be done.

Item 7: Forward planning

39. JM advised that there was plenty of scope for members to offer suggested agenda items for the 2020 meeting dates.

Item 8: Meeting review

40. Members agreed that it had worked better with only three substantive items, allowing greater discussion and a more relaxed meeting.

Next meeting scheduled for 12 November 2019.

Glossary of abbreviations

ASLEF	Associated Society of Locomotive Engineers and Firemen
COSHH	Control of Substances Hazardous to Health Regulations
CP	Control Period
DfT	Department for Transport
DI, NI	Department for Infrastructure, Northern Ireland
FOC	Freight Operating Company
GDPR	General Data Protection Regulation
HMRI	Her Majesty's Railway Inspectorate
HS2	High speed 2
HSRC	Health and Safety Regulation Committee
IGC	Intergovernmental Commission (on the Channel Tunnel)
IOSH	Institution of Occupational Safety & Health
ISO	International Standards Organisation
LHSBR	Leading Health & Safety on Britain's Railways
LUL	London Underground Ltd
NR	Network Rail
ORR	Office of Rail and Road
OH	Occupational health
PACTS	Parliamentary Advisory Committee on Transport Safety
PPE	Personal protective equipment
PTI	Platform train interface
RAIB	Rail Accident Investigation Branch
RDG	Rail Delivery Group
RIHSAC	Rail Industry Health and Safety Advisory Committee
RM3	Risk management maturity model
RMT	Rail Maritime & Transport Union
ROI	Republic of Ireland
RSD	Rail Safety Directorate (of ORR)
RSSB	Rail Safety and Standards Board
SRC	Strategic Risk Chapter
TOC	Train Operating Company
TSSA	Transport Salaried Staffs Association
TUC	Trades Union Congress

Suicide and Trespass Prevention

