



# Learning from Sandilands – implementing RAIB's recommendations

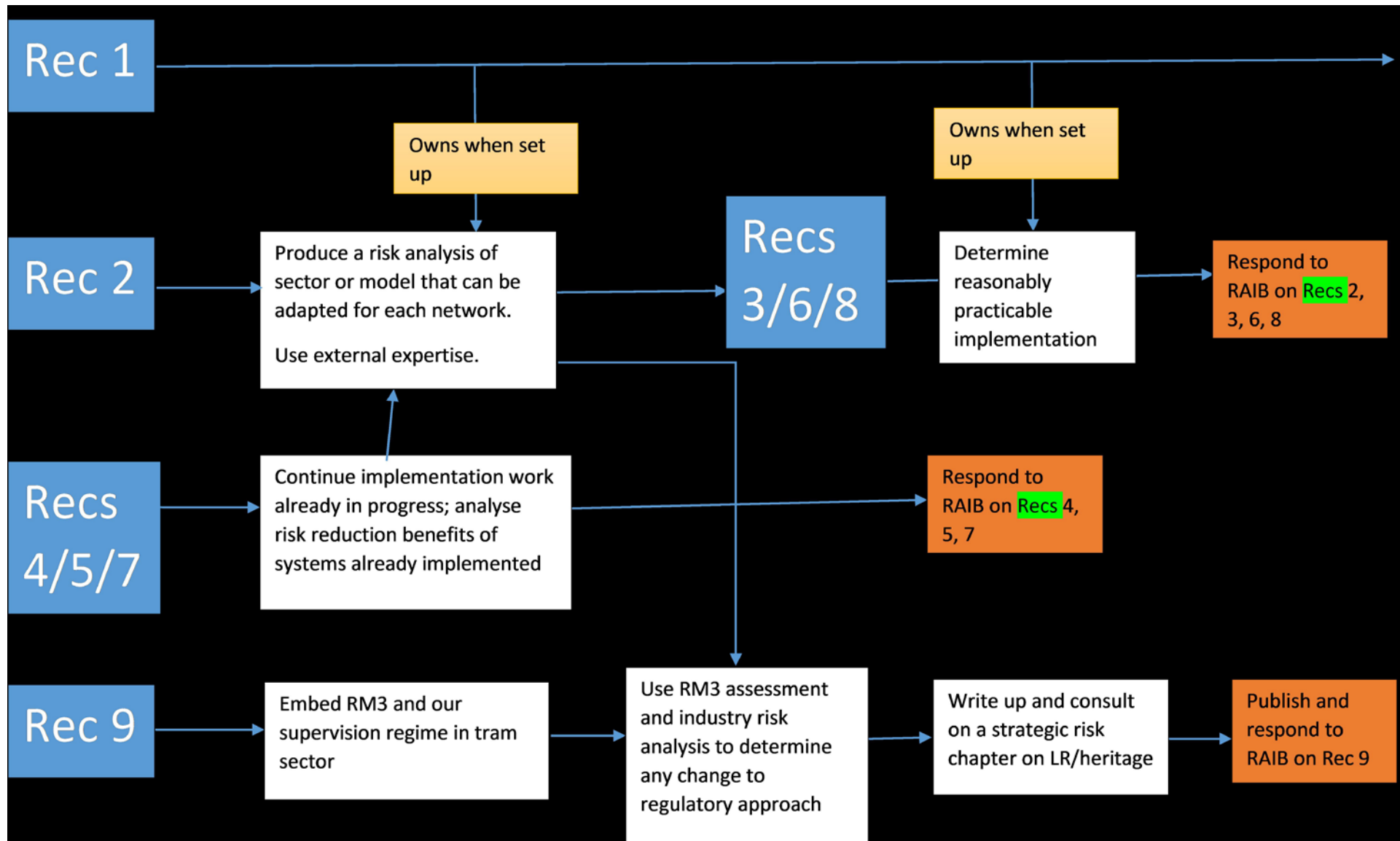
Ian Prosser CBE  
HM Chief Inspector of Railways

18 July 2018

# 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



# 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?**