

## Collaboration sets new standards in light rail safety

Light rail in the UK has the potential to lead the way in driving up global safety standards, thanks to continued sector-wide collaboration led by the LRSSB.

Over the past 12 months, the Light Rail Safety and Standards Board has delivered on wide ranging projects to benefit existing and future UK networks and is now well set to build on a series of landmark achievements.

Following the recent publication of our Annual Report, Chief Executive, Carl Williams, said systems and processes it's developed and introduced – together with new guidance and ongoing research and development – puts the country at the forefront of moves to raise international standards and improve benchmarking.

While Covid-19 has naturally had an impact on the organisation's work over the past 12 months, he said it has found new ways of working

with colleagues from across light rail to press ahead with a series of keystone projects to ensure that the sector is well placed to foresee possible future hazards and safety risks.

The annual report highlights a wide-range of projects, including the development of a comprehensive Industry Risk Model and progress made on the ongoing development of the Tram Accident and Incident Reporting database (TAIR) that's now being utilised by the majority of UK networks.

You can read the full story [here](#) and the full Annual report can also be downloaded from the website [here](#).

**Carl Williams**  
LRSSB Chief Executive



## Acclaimed research drives new guidance



An award-winning study of technology designed to detect signs of driver inattention has been highlighted in new safety guidance for light rail networks.

Published by the Light Rail Safety and Standards Board, the guidance draws on extensive trials of systems currently available to tram operators. It builds on a large body of research carried out on behalf of the LRSSB and offers a clear guide to the types of driver inattention and potential causes, including illness, fatigue and distractions.

Crucially, it provides a thorough analysis of systems operators can put in place to mitigate against these risks, enabling them to make a fully informed decision when choosing the most appropriate solution for their network.

You can read more about the research – which was recognised at last year's Light Rail Awards – and the new guidance [here](#).

## New website for LRSSB

As this latest newsletter 'goes to press' we're planning the launch of a refreshed website designed to provide a vital resource for the light rail sector.

The changes are more than cosmetic and include an easy-to-use reference library designed to expand and evolve as new guidance and other safety documentation is published or updated by the LRSSB and other relevant organisations.

Of course, the website also features plenty of information about the LRSSB itself, including its organisational structure and details of our team, while the news section provides all the latest information on LRSSB projects alongside other safety-related stories.

## Taking risk management model to the next level

Plans to develop a sector-wide model for risk management is set to take another significant step forward with fresh research and software development.

The LRSSB has already hosted a series of workshops to help operators familiarise themselves with the Risk Management Maturity Model (RM3), originally developed for heavy rail by the Office of Rail and Road.

Now, building on extensive work that's already been done on sector risk models, we're helping to take it to the next level, including research and development into a standardised software-based audit platform.

More specifically, this will include the integration of RM3 with the organisation's own Risk Model and new Bowtie Risk analysis systems.

You can read the full story [here](#) and further information about RM3 can be found [here](#).

## Tram speed management systems



Pioneering research into the latest tram speed management systems has led to the publication of a new LRSSB guidance document.

It builds on a series of studies commissioned by the organisation and aims to equip safety managers with the vital information they need when considering the most appropriate solution for their network.

Providing a comprehensive assessment of the options currently available, and the key factors decision makers need to take into account when considering them, it builds on a huge body of work over the last couple of years.

This includes independent trials of new technology, that looked at two distinct ways of monitoring and managing vehicle speeds, and you can find out more [here](#).



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