

# Passenger Safety



Hello everyone,

In this week's safety message, I would like to talk about passenger safety. In previous scorecards, passenger safety has featured through the Train Accident Risk Reduction (TARR) measure.

TARR is something that's been around for a few years now and basically seeks to recognise risk as a result of things coming onto the railway, rather than the actual asset failing. Such examples would range from things on the line (anything), and hence the consideration of fencing, level crossings and other obvious risk areas.



**Rob Cairns,**  
**Regional Managing Director**

I remember the devastating consequences of the York train hitting a Land Rover at Great Heck in winter 2001 near Selby. I felt that incursion risk at the time felt like something that caught the industry out, at the time whilst under the control of Railtrack Plc. There were lots of colleagues on the train, not included in the fatality count but the images captured by the Times newspaper that next morning of the walking wounded was chilling to say the very least.

In W&W we achieved 95 % of the TARR Scorecard metric last year. This year, TARR has been replaced by a new metric called Passenger Safety Milestones (PSM). This consists of 20 milestones – 18 of which are selected by the region, with two set nationally.

There are several tools available that help measure risk. One is the Precursor Indicator Model (PIM) published by RSSB. This provides a view of the underlying risk from train accidents, based on 'precursor incidents'. A precursor incident is one that has the potential to lead to a train accident, and an increase in the risk due to precursor incidents can highlight an area that requires additional attention. The risk is determined by using Fatalities and Weighted Injuries (FWI), calibrated against the RSSB Safety Risk Model. I would encourage you to [have a look at the PIM](#). It is certainly a helpful resource to track the impact of safety improvements we're making, over time.

As you know, safety and performance are intrinsically linked. I wanted to close this message by reflecting on the excellent progress we're making towards another of our region's priorities – trains on time. This period, Wales and Western is top of the forecast for delay minute reductions, compared to the other Network Rail regions. This doesn't happen by chance. It is the result of a very deliberate and sustained effort by colleagues across the region, and shows what happens when we focus our efforts and are driven

by care and passion. My thanks for your continued efforts and I know that, together, we can continue to improve safety and performance for our passengers and freight users.

Thank you and stay safe

Rob

Did you find this message helpful?



Great



Okay



Poor

This update is provided by the Wales and Western Communications team. For any queries, please contact [walesandwesterncomms@networkrail.co.uk](mailto:walesandwesterncomms@networkrail.co.uk)



This message was sent to [sam.feierabend@networkrail.co.uk](mailto:sam.feierabend@networkrail.co.uk) using [NewZapp](#). This email is for Network Rail employees only. If this email is no longer relevant to you, please contact us.

POWERED BY

