

Business as usual post Brexit

LRSSB Chief Executive, Carl Williams, has reported 'business as usual' when it comes to safety standards following the country's exit from the EU and the end of the transition period on 31st December.

With most of the organisations responsible for setting international safety standards independent of EU institutions, he says the LRSSB has so far been largely unaffected by Brexit.

He said: "We've been careful to study all the implications of Brexit on ongoing efforts to further enhance light rail's already excellent safety record, and we'll continue to do so in the months ahead with input from professionals across the sector.

"However, the fundamental framework of our international partnerships, and the shared standards that underpin them, remain unchanged.

"The primary standards we work to sit outside, and independent of, the EU, and we'll continue close collaboration with partners across the world to keep improving safety and to help the sector to comply with

recognised international standards."

Although Brexit may have some impact on paperwork in the future, the UK's standards body, BSI – which the LRSSB joined in 2019 – says 85% of its 37,000 British Standards are either based on international guidelines or are 'home-grown'.

Both BSI and the Rail Safety and Standards Board will continue to represent UK heavy and light rail stakeholders through membership of all the relevant international bodies.

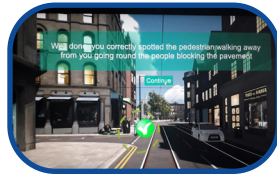
Across the wider sector, UKTram members have also seen a minimal impact on their operations post Brexit, and you can read the full story [here](#).



LRSSB-funded innovation available to all

An innovative 'hazard perception tool' developed from research funded by the LRSSB is now available to all light rail operators.

Initial trials of the system, which utilises the latest artificial intelligence and virtual reality software, have proved a huge success, and it is now being rolled out across the wider sector.



Similar to that used by the DVLA for driving licence testing, the software is specifically designed to meet the needs of the light rail operators. It can be run on a mid-range PC (either laptop or desktop) and is now available from the LRSSB at no cost to operators. It's designed to immerse users in a digital virtual world where they can encounter a variety of both typical and unusual hazards in a recognisable working environment.

For further information on the hazard perception tool, please [click here](#).

Guidance on tramway signage and warnings published

A comprehensive guide to tramway signage and other safety-critical markings is now available, drawing on best practice from across the sector and previously published information.

Mark Ashmore, Safety Assurance Manager at the LRSSB, explained that signage and other markings have a critical role to play in light rail safety, clearly and concisely conveying vital information to tram drivers and other road users, including motorists and pedestrians.

All traffic signs and road markings used for tramway systems must comply with various mandatory requirements. The new guidance highlights the regulations most relevant to light rail, and provides technical information on locating signage, appropriate sizing and even the reflective properties of different materials used.

The LRSSB has also published updated guidance on the testing of audible warning systems.

It aims to ensure that the testing of warnings, such as tram horns, meet the requirements of light rail vehicles operating in areas they share with other road users, including pedestrians.

Both guidance documents can be downloaded from the LRSSB website portal [here](#).

Electromagnetic compatibility

The tests and steps that need to be taken to ensure infrastructure and vehicles meet the latest legislation on electromagnetic compatibility (EMC) have been set out in a new guidance document.

Available to download from the [LRSSB portal](#), the document also sets out the approval process, now managed by the Rail Safety Standards Board (RSSB).

You can read more about the guidance [here](#).

Biometric technology to boost tram safety

Sector-wide trials of a new prototype wearable device mark a major step forward for a pioneering project using biometric monitoring technology to further boost light rail safety.

Developed as part of the Driver Innovation Safety Challenge (DISC), FOCUS+ uses ground-breaking technology to monitor fatigue levels of key employees and alert operators of other wellbeing issues that may impact on safety.

Led by Edinburgh Trams, with the support of UKTram and a partnership of public and private sector organisations, the project has already demonstrated its potential to make a huge contribution to further improving light rail safety.

Initial trials provided a wealth of useful data, and you can read the full story [here](#).



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