**RSSB2746 - T1147 - The Health, Wellbeing and Safety Effects of Crowding on trains and in stations**

Tender Questions and Answers Document

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| **Supplier Question 1**What is the number of incidents in the database that has crowding as a causal/contributing factor? |
| **RSSB Answer 1**It’s hard to give a specific answer for now. As part of the project we would want to supplier to find this information out. As part of the work package, we at RSSB could do the searches in SMIS under instruction from the supplier, with analysis of the data carried out by the supplier. A very quick search by the RSSB systems safety team on the sub-field ‘congestion and crowding’ found 37 events in the new SMIS system. As it can be difficult to extract the number of incidents that have crowding as casual/contributory (poor reporting), there are techniques that could be utilised during extraction. For example, extracting incidents from SMIS from specific locations/stations and then running a narrative search on the output (eg specific words such as ‘crowding’ ‘congestion’ etc). For information: the project team who carried out T307 ran a detailed crowding incident search between 1999 and 2004 using similar extraction techniques and found 126 crowding incidents on Network Rail stations and all en route on-train incidents.  |
| **Supplier Question 2**Can you provide an example of an incident report in a suitably anonymised format? |
| **RSSB Answer 2**‘Conductor has reported that a female passenger fainted due to severe overcrowding on xxxxx. The service was formed 2 cars vice 4 cars due to unit shortages. Passenger continued on her journey after being given water but declined any medical assistance at Birmingham New Street. Passenger was travelling with family group. Full report will be submitted by the conductor. Accident reports state that the service was shortformed 2 car vice 4 causing it to be full and standing. The passenger felt unwell and fainted.  Water was given and what space could be found was made. The passenger declined medical assistance on arrival at BHM. the weather was warm and sunny,  it is unknown if the passenger had any existing condition which could have contributed. the investigating manager recommends making the service drop off  only at certain stations on this route when reported full and standing.’ |
| **Supplier Question 3**Will RSSB provide industry/relevant stakeholders, and the venue for the workshop? |
| **RSSB Answer 3**It is envisaged that RSSB will provide the names/contact details of the relevant stakeholders upon request. The names of relevant stakeholders should be raised and discussed at the steering groups. It would be up to the supplier to then recruit participants for the workshops. The project steering group has a number of key industry representatives, if the supplier had any issues with recruitment, then this should be raised to the steering group who will aid in the recruitment process. If required, the workshops could be help at RSSB’s offices in Moorgate, if enough notice was provided. This makes sense as it is likely that many of the industry stakeholder will have attended meetings at RSSB’s offices before.  |