

11/07/2016

Atten:

[REDACTED]  
Operations Risk Specialist

[REDACTED]  
Line Manager

[REDACTED]  
Head of Safety

Re: body-side cameras.

Further to my report of 27/06/2016.

After examining the image presented by body-side mounted cameras, across many units- including 377 and 387, for a period of over 4 weeks it is my conclusion that:

No door image can be seen from any camera on any unit.

1. No part of the doors are visible- it would therefore be impossible to comply with RSSB drivers module (rule book) when dispatching trains using the body-side cameras. Because the camera is just 3" (75mm) away from the train the angle of vision is too acute to bring into sight any view, or partial view, of any door.

2. The cameras are affected by atmospheric conditions, light and rain/fog. During daylight hours it is almost always the case that the hazard light indicators are not visible- thus making it impossible to distinguish between on and off. It is therefore not possible to comply with the rule book, as there is no means of knowing if a light is still illuminated or not. During night hours- there are occasions when they can be seen- but paradoxically, only when the lighting conditions are poor.

3. The view of the platform train interface (PTI) is dependent on too many variables- Sunlight can completely bleach out the image- glare and reflections can make it impossible to distinguish people etc. from foreground/background images. Shadow can obscure the view of the PTI, as can ambient light from the platform lighting. Weather has an impact on the PTI image- rain can obscure the view completely, as can fog (and one would presume, snow?)

Combination light seriously affects the PTI image- shadows combined with sunlight. Night lighting can cause some images to show clearly, whilst other parts of the PTI are blacked out.

I have serious concerns about the 'human nature' impact- if some images are clear, whilst others are obscure, the temptation may be to disregard the poor image, and focus only on those that are clear.

During the last 4 weeks, I have not completed a single journey were the PTI was consistently visible.

In most cases, it would not be possible to leave the starting station.

To summarise:

No view, or partial view, of a door is visible.

For most of the time, no hazard lights are visible.

The PTI view is seriously compromised by external factors- it would be impossible to rely on camera image for an entire journey.

  
Driver Brighton TCD.