Summary of safety performance in 2010

2010 was the third year running with no passenger or workforce fatalities in train accidents, and showed reductions in train accidents and fatalities to members of the public at level crossings.

At the same time there were more fatalities to passengers at stations, workforce fatalities and Signals Passed at Danger. The overall performance should be viewed in the context of increasing passenger usage, with levels having increased by around 25% over the last five years.

The headlines for 2010 were:

- For the third year in succession, there were no passenger or workforce fatalities in train accidents.
- Nine passengers died in separate incidents. All occurred in stations. This is the highest number since 2004.
- At 26, the number of potentially higher-risk train accidents (PHRTAs) was the lowest recorded; and compares with 42 for 2009.
- Three members of the workforce were fatally injured, compared with one in 2009.
- At six, the total number of fatalities occurring to members of the public, and not involving trespass or suicide, was the lowest for more than 10 years. Four of the fatalities occurred at level crossings, compared with 13 for 2009.
- At 306, the number of category A SPADs for 2010 was higher than the 261 occurring in 2009. The level of SPAD risk stood at 76% of the September 2006 baseline, compared with 63% at the end of 2009.
- Fatalities arising from trespass and suicide totalled 258 in 2010, compared to 266 in 2009.

A copy of the overview of safety performance 2010 report can be found on RSSB’s website at [http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/ASPR%202010%20Overview.pdf](http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/ASPR%202010%20Overview.pdf)

You can subscribe to Information Bulletin on the RSSB website. [http://www.rssb.co.uk/Publications/Lists/infosubform.aspx](http://www.rssb.co.uk/Publications/Lists/infosubform.aspx)
Independent review of RIDDOR reporting

In June 2010, RSSB was requested by the Chairman of Network Rail to carry out an independent review of RIDDOR reporting by Network Rail staff and its contractors. This followed initial concerns by the Office of Rail Regulation (ORR) about the comparative number of lost time injuries reported to the total number of RIDDOR major injuries being reported and subsequent discussions with the Unite trade union.

On 25 January, RSSB handed the report of its independent RIDDOR review to Network Rail Chairman – Rick Haythornthwaite. The report details the unintended consequences of management actions designed to improve safety and to increase the efficiency of contracting.

What is RIDDOR?
The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (RIDDOR) require deaths, certain injuries (including being unable to do the full range of their normal duties for more than 3 days after an accident), instances of specified diseases and specified dangerous occurrences that arise out of or in connection with work activities to be reported to the Office of Rail Regulation.

The report confirms that significant under-reporting has taken place – and estimates that between 500 – 600 RIDDOR reportable accidents were not reported between 2005 and 2010. Some of the under-reporting relates to misinterpretation of the RIDDOR requirements, but the majority is explained by staff and contractors choosing not to report accident events. This was caused by both real and perceived pressure, and in some cases fear, felt by Network Rail staff and contractors if they reported accidents.

The reason this was not identified by Network Rail itself was because it believed that the significant efforts it was making to improve safety, including investment in protective clothing, quantified targets and league tables, were driving the numbers of accidents down. Now that Network Rail has changed its internal guidance on reporting, the level of RIDDOR reporting has returned to more expected levels.

RSSB was asked to consider whether the presence of monetary bonuses was a driver to the under-reporting of injuries. The review found no evidence of a link between under-reporting and Directors’ or senior managers’ bonuses.

The full report is now available on the RSSB website.

Introducing the Close Call System

A key function of a good Safety Management System is to prevent accidents through the understanding and management of accident precursors, before the accidents occur. The recording and monitoring of 'Close call' incidents has been identified as a means of helping this process.

At the request of Network Rail and its contractors, RSSB has been developing a new internet based system that will allow the industry to centrally record and analyse 'Close Call incidents'. This will be known as the Close Call System.

A 'Close Call' has been defined by the Network Rail project team as "an event that had the potential to cause injury or damage…..". The definition of close call excludes near misses with trains or other on track plant machinery which will continue to be reported into the Safety Management Information System (SMIS).

Initially the Close Call system will be used by Network Rail and its contractors for capturing close call data relating to the activities of track workers. If the system proves to be successful, it is the intention to roll it out to the rest of the industry so that it can becomes a fully inclusive, centrally accessed industry resource for learning from close call incidents.

Validated ‘Close call’ data will be made available in the Safety Management Information System (SMIS) for users to analyse through the new SMIS Vision intelligence and knowledge software.

There will be a number of different ways a Close Call incident can be recorded. This will include:

1. Any member of staff via the internet which will be www.closecallsystem.co.uk although at present this is not active
2. Reporting a Close Call event to line managers
3. Possibly via a confidential telephone reporting service.

Implementation across Network Rail and its principal contractors is scheduled for April 2011. Network Rail, who is responsible for all aspects of this project’s communication, guidance and training, will be providing further details to all relevant organisations and staff over the coming months.
RED 28 – Risk at the Platform/Train Interface

RED is a series of programmes - distributed on DVD - that aims to improve operational safety on GB railways. Each programme provides a reconstruction of an operational incident and then analyses the practises and behaviours which contributed to the incident and looks at the root causes and remedies. RED aims to drive down the level of risk by improving standards of safety critical communication, situational awareness and overall safety.

Operations Focus Group (OFG) will be placing particular emphasis on incidents at the Platform Train Interface (PTI) over the next year. The latest DVD, Red 28, concentrates on a dramatisation illustrating how routine events can all too easily result in tragedy if the procedures for train dispatch are not followed to the letter.

Copies of the DVD have been circulated to company trainers and should be briefed out to all relevant front-line staff.

For more information see www.opsweb.co.uk or email contact@redvideos.co.uk

Revised signalling standards

GE/RT0701 Control Facilities for use During Lineside Signal Failures, GK/RT0036 Transition between Lineside Signalling and Other Systems of Train Control and their associated guidance notes are scheduled to commence consultation in February and can be viewed at http://www.consultation.rssb.co.uk/

GE/RT0057 Line Speed and the Planner's Role in the Event of an Incident, GK/RT0031 Lineside Signalling and the Automatic Train Operation System, and GK/RT0039 Lineside Signalling and the Automatic Train Operation System - a Guide to Line Speeds have been withdrawn.

Consultation has now closed on GK/RT0009 Identification of Signalling and Related Equipment and its associated guidance note and will be considered by the relevant standards committees by February.

GK/RT0075 Lineside Signal Spacing and Signage will be published with a supporting Guidance Note in February. This will supersede GK/RT0034 and GK/RT0038, which will be withdrawn.

For more information on these Railway Group Standards contact Denise McDonald, senior project manager on 020 3142 5568 or denise.mcdonald@rssb.co.uk

The RSSB Standards Programme

The RSSB Standards Programme, providing the full forward plan for all standards change projects, will continue to be updated on a monthly basis and is available at: http://www.rssb.co.uk/SiteCollectionDocuments/pdf/rgs/standards-programme.pdf

For further information or any feedback on the list please contact Taela Walters, standards information manager, on 020 3142 5564 or email at taela.walters@rssb.co.uk.

Events:

Risk Management Forum
Date: 6 April 2011

The Risk Management Forum steering group is pleased to present a one-day seminar on 6 April 2011 to be held at RSSB’s offices at Angel Square, London EC1. The day will be divided into four sessions and each session will comprise short back to back presentations followed by an open discussion panel. A networking reception will end the day which it is hoped that all attendees will stay for.

The proposed presentations are as follows:

New Approaches to Risk Assessment

- Managing the Risks of Organisational Change – A Nuclear Industry approach.
Safety Culture
• Completed the Safety Culture Survey – what next?
• Maintaining a positive safety culture alongside cutting costs,
• ORR’s Railway Maturity Management Model.

Health
• Introducing the broader concept of Occupational Health to an infrastructure company.
• Latest developments in LUL’s approach to occupational health.
• UIC guidance on managing stress associated with critical incidents

Assurance
• Working together to seek and provide assurance (a TOC / Assurance

If you would like to attend please provide your contact details to conferences@rssb.co.uk and the programme and registration form will be sent to you. In view of the popularity of this event, and the space available, where possible we ask companies not to register more than two delegates.

International rail research forum coming up: WCRR
Date: May 2011
Registration is now open for the 9th World Congress on Railway Research (WCRR) 2011, which will be held 22-26 May 2011 in Lille, France.

Under the theme of Meeting the challenges for future mobility, more than 700 participants from all over the world will gather to share their expertise and experience and how research is helping meet the challenges ahead for all world railways.

The event provides GB rail with a unique opportunity to showcase its own research, but more importantly to learn from other countries. Network Rail, academics and RSSB are all presenting some of their work on a range of subjects including reducing rolling contact fatigue by improving track geometry, overcoming the constraints caused by nodes on the rail network and defining the training needs for future train drivers.

Further information is available on the WCRR 2011 website www.wcrr2011.org or contact Guy Woodroffe, head of research and development, at guy.woodroffe@rssb.co.uk. RSSB is the UK based member of the WCRR organising committee and has coordinated the involvement of all the GB based participants.