

Overview of safety performance for 2011



Introduction

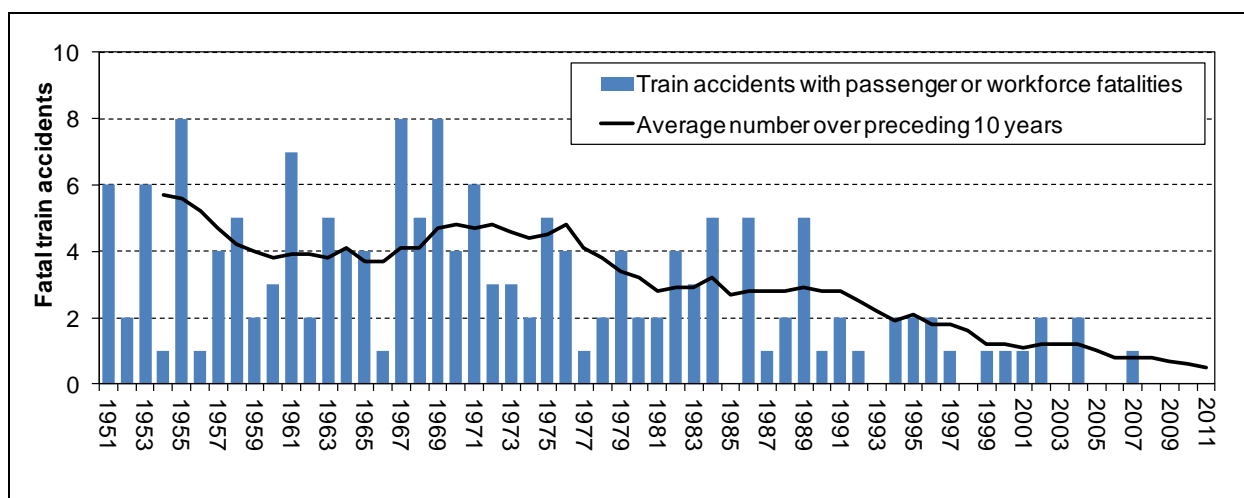
This note provides a high-level overview of safety performance on Great Britain's mainline railway for the calendar year 2011¹. The recorded performance should be viewed against an overall context of increasing passenger usage, with levels having increased by around 25% over the last five years.

Key headlines

- For the fourth year in succession, there were no passenger or workforce fatalities in train accidents.
- Three passengers died in separate incidents. All occurred at stations. This is the lowest number of passenger fatalities ever recorded for a calendar year.
- The number of potentially higher-risk train accidents (PHRTAs) in 2011 was 28, compared with 25 occurring in 2010. The past two years have seen significantly lower numbers of PHRTAs than previous years.
- At 283, the number of category A signals passed at danger (SPADs) for 2011 was lower than the 306 occurring in 2010. At the end of 2011, SPAD risk stood at 41% of the September 2006 baseline level, compared with 86% at the end of 2010. .
- One member of the workforce was fatally injured, compared with three in 2010.
- At eight, the total number of fatalities occurring to members of the public, and not involving trespass or suicide, was equal to 2010. Six of the fatalities occurred at level crossings, also the same number as the previous year.
- Fatalities arising from trespass and suicide totalled 261 in 2011, compared to 259 in 2010.

Trends in train accidents

The 10-year average for the number of train accidents that resulted in passenger or workforce fatalities has been less than one per year since 2006. The last such accident was the train derailment at Grayrigg in 2007, in which one passenger lost her life.



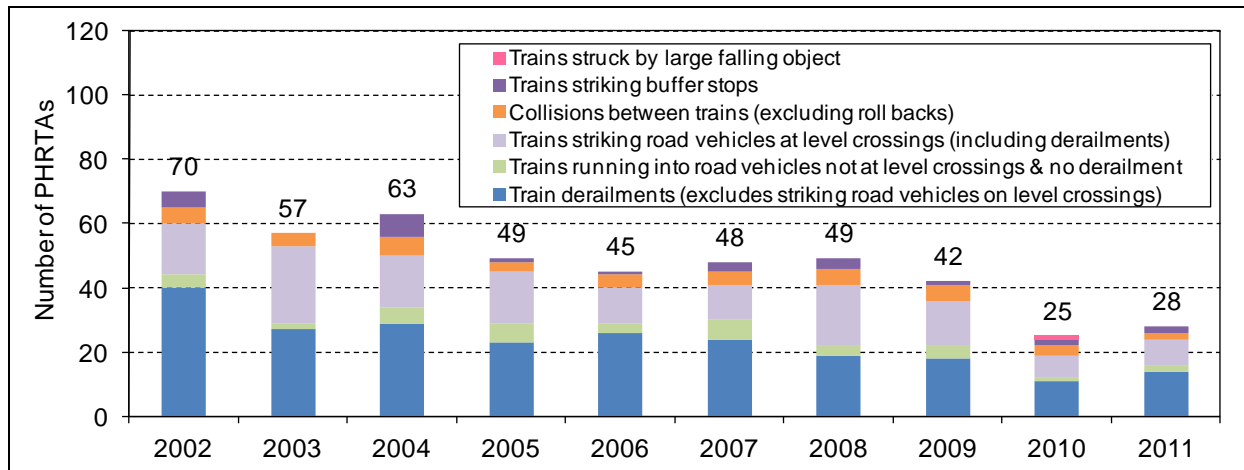
¹ More detailed safety analyses are presented in RSSB's Annual Safety Performance Reports (ASPR); the next ASPR will cover the 12-month period April 2011 to March 2012, and is due for publication at the end of June 2012.

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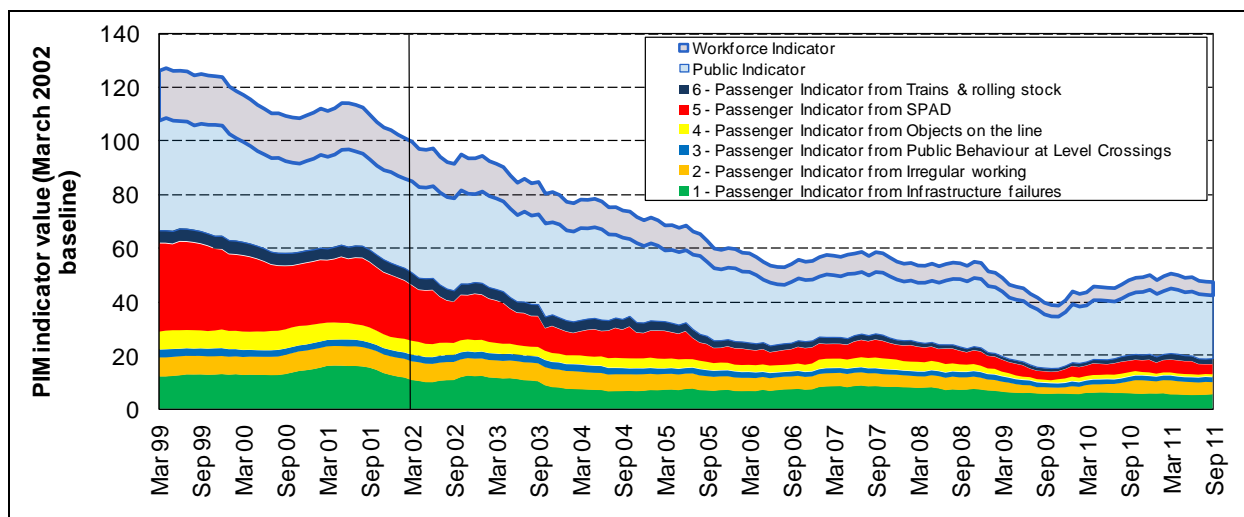
Potentially higher-risk train accidents

PHRTAs are those train accidents that have the greatest chance of resulting in physical injury, and comprise statutorily reportable train collisions (excluding roll back and open door collisions), buffer stop collisions, trains striking road vehicles (with derailment and without derailment), other derailments and trains being struck by large falling objects. The previous calendar year, 2010, saw an unprecedented fall in the number of PHRTAs; at 28, the number of PHRTAs for 2011 continues this lower trend. One PHRTA resulted in a fatality to a member of the public, after a motorcycle collided with a train at a level crossing. Six resulted in injuries to members of the workforce or passengers; two of these injuries were recorded as major. One occurred to a member of the workforce and one to a passenger; both were the result of train collisions with road vehicles.



Precursor indicator model

RSSB's Precursor Indicator Model (PIM) measures the underlying risk from train accidents by tracking changes in the occurrence of accident precursors. The latest PIM information available is for September 2011. At that date, the overall indicator stood at 47.5 (of which the passenger indicator was 18.9). At the end of 2010, the overall indicator was 50.1 (of which the passenger indicator was 20.5).



Information contained in this summary should be treated as provisional.

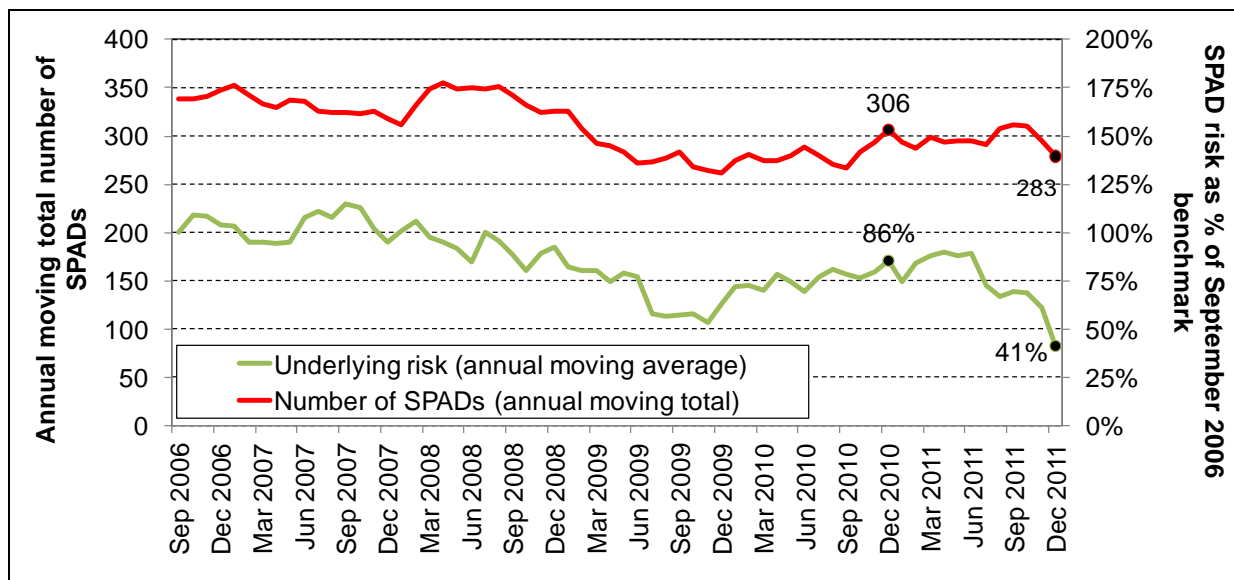
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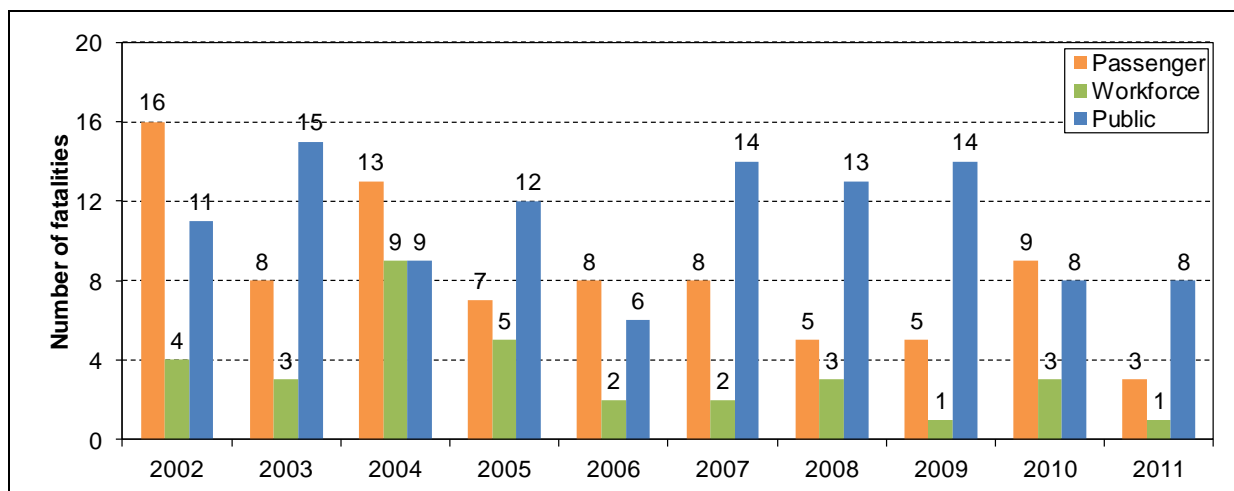
Signals passed at danger

At 283, the number of category A SPADs in 2011 was lower than the 306 occurring in 2010. At the end of 2011, SPAD risk stood at 41% of the September 2006 baseline level, compared with 86% at the end of 2010. The main reason for the decrease was a reduction in the number of SPADs ranked 20+.



Fatalities

The following chart presents the number of accidental fatalities occurring to passengers, the workforce, and members of the public not involved in trespass over the past ten years. The number of passenger fatalities was the lowest ever recorded in a calendar year. At one, the number of workforce fatalities equals the lowest for any year over the past decade. The number of public fatalities was equal to 2010, and below average for the decade as a whole.



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Passengers

There were no train accident fatalities. Three passengers were fatally injured in separate incidents in stations. In all three cases, intoxication was recorded as a factor.

- Two people were struck by trains while standing too close to the platform edge.
- One person died as the result of a fall on the station platform.

Workforce

There were no train accident fatalities. One member of staff was fatally injured whilst on duty.

- An infrastructure worker died as a result of a road traffic accident while driving to site.

Members of the public

There were eight fatalities to members of the public, not due to trespass or suicide.

- One person died when his motorcycle collided with a train at a level crossing.
- Five pedestrian users of level crossings died as a result of being struck by trains.
- Two people were struck by trains while standing too close to the platform edge. These people were in stations, but not for the purpose of travel.

Trespass and suicide

The number of fatalities from trespass, suicide and suspected suicide in 2011 was 261, compared with 259 in 2010.

Further information

More detailed safety analyses are presented in RSSB's ASPRs. The 2011/12 ASPR will cover the 12-month period April 2011 to March 2012 and is due for publication in June 2012. RSSB reports detailed safety performance on a financial year basis, for consistency with Control Period 4, its associated High Level Output Specification and the Railway Strategic Safety Plan for 2009-14.

RSSB is happy to take questions or comments on the information in this overview. Please contact Liz Davies, Safety Intelligence Strategy Manager, with any queries or feedback: liz.davies@rssb.co.uk, tel. 020 3142 5475.