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## GB Rail Safety Performance and Trends 2010/2011

RSSB has today published the Annual Safety Performance Report for the financial year 2010/2011.

In 2010/11, there were 1.4 billion passenger journeys (an 8% increase on 2009/10), 54.5 billion passenger kilometres (a 6% increase) and 18.3 billion tonne kilometres of freight moved (a 4% decrease).

Against this setting, the headlines are:

- There were no passenger or workforce fatalities in train accidents in 2010/11. This is the fourth year in succession with no such fatalities. There were also no fatalities to members of the public in train accidents.
- There were 18 potentially higher-risk train accidents. This is a significant reduction on the previous year's total of 42, which, at the time, was the lowest number on record. In contrast, the Precursor Indicator Model (PIM), which measures changes in train accident risk based on the occurrence of precursors, stood at 50.4 at the end of the year, compared with 44.0 at the end of 2009/10. At the end of 2010/11, the estimated level of risk from signals passed at danger (SPADs) was higher than the level at the end of 2009/10, but 16% lower than the September 2006 baseline level,
- There were 40 accidental fatalities, 395 major injuries, 11,075 minor injuries and 1,331 cases of shock/trauma. The total level of harm was 100.4 fatalities and weighted injuries (FWI)<sup>1</sup>, compared with 130.0 FWI recorded in 2009/10. The main cause of the reduction was a fall in the number of fatalities to members of the public due to trespass.
- Eight passengers died in separate incidents, all at stations. When non-fatal injuries are also taken into account, the total level of passenger harm was 42.6 FWI; this in an increase of 10% on the 38.7 FWI (five fatalities) recorded for 2009/10. Both the fatality total and the FWI total were the highest since 2006/07. When normalised by passenger journeys, the rate of harm shows a 2% increase compared with 2009/10.

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<sup>1</sup> Fatality and Weighted injuries (FWI) shows the number of each injury type that is deemed to be 'statistically equivalent' to one fatality. Fatality = 1; Major Injury = 10; RIDDOR Reportable minor injury and Class 1 shock/trauma = 200; Non-RIDDOR reportable minor injury and Class 2 shock/trauma = 1000.



- There was one workforce fatality during 2010/11: an infrastructure worker died as a result of a fall from height. Including non-fatal injuries, the total level of workforce harm was 22.9 FWI. This is a reduction of 8% compared with the 25.0FWI (three fatalities) recorded in 2009/10. The rate of harm normalised by workforce hours reduced by 10% compared with 2009/10.
- There were 31 fatalities to members of the public, excluding those due to suicide or suspected suicide. Of the total, 27 were trespassers, and the remaining four were pedestrians at level crossings. Including non-fatal injuries, the total level of public harm was 34.8 FWI, which is 48% lower than the 66.3 FWI recorded for 2009/10. At 208, the number of suicides was close to the average of the previous nine years.

Anson Jack, Director of Policy, Research and Risk at RSSB said 'The rail industry's primary safety objective is to avoid harm to people and property and rail continues to be one of the safest forms of transport'.

'This report shows that harm to members of the workforce is at its lowest recorded level and, for the first time in some years, there has been a notable decrease in the number of public fatalities, even though the majority of public risk lies outside the direct control of the railway. Against a background of strong growth in passenger numbers, passenger accidents at stations have increased and the industry needs to identify means to achieve improvement in this area while maintaining safety improvements across the GB railway industry'.

**-Ends-**

For further information, please contact the RSSB press office, on 020 3142 5331/ 5332 or email [pressoffice@rssb.co.uk](mailto:pressoffice@rssb.co.uk) or visit the website on [www.rssb.co.uk](http://www.rssb.co.uk)

#### Notes to editors:

1. The Annual Safety Performance Report's main purpose is to inform those in the industry who manage risk. It is also intended to inform other rail industry employees, passengers, the Government (and its agencies) and the public at large. The report is generally limited to events on or affecting stations and Network Rail Managed Infrastructure.
2. Working with our partners RSSB's purpose is to help the industry to:
  - Continuously improve the level of safety in the rail industry
  - Drive out unnecessary cost
  - Improve business performance



3. A copy of the report can be found on RSSB's website at <http://www.rssb.co.uk/SPR/REPORTS/Pages/default.aspx>
4. RSSB supports the industry in managing system safety through an auditable trail from data to taking decisions affecting safety. The data side includes the collection, analysis and sharing of information about safety related events – including analysis through the Safety Management Information System (SMIS) and publications such as the Annual Safety Performance Report. It also includes the development of the industry's Safety Risk Model which identifies all significant risks affecting the system, and a Precursor Indicator Model that looks specifically at the risk from train accidents, and the SPAD risk ranking methodology, which looks specifically at the risk from signals passed at danger.
5. The report reviews the rail industry's safety performance and assesses performance against the trajectories for the key risk areas outlined in the Railway Strategic Safety Plan 2009-14. These include risks to passengers, workforce and the public and take account of station environments, trains, trackside, engineering, level crossings and crime. It benchmarks rail safety in Britain against other transport modes and overseas railways, describes the safety performance in relation to the European Common Safety Indicators (CSIs) and compares safety performance with National Reference Values (NRVs) relating to the first set of European Common Safety Targets (CSTs), as defined by the European Railway Agency. The report also monitors industry progress on the targets for improvement relating to passenger and workforce risk, which have been defined by the Government through the High Level Output Specification (HLOS).
6. Fatalities and weighted injuries is the measure used by the industry to take account of major and minor injuries in the overall level of risk on the railway. Details of the injury weightings used can be found within the document *Taking Safe Decisions*. This is the industry consensus view of how decisions should be taken that properly protect the safety of rail industry staff, passengers and others, satisfy the law and respect the interests of stakeholders, whilst remaining commercially sound. See <http://www.rssb.co.uk/safety/Pages/safetydecisionmaking.aspx> or below

Injury degree	Definition	Ratio
Fatality	Death occurs within one year of the accident.	1
Major injury	Injuries to passengers, staff or members of the public as defined in schedule 1 to RIDDOR 1995. This includes losing consciousness, most fractures, major dislocations and loss of sight (temporary or permanent) and other injuries that resulted in hospital attendance for more than 24 hours.	10
RIDDOR-reportable minor injury	A physical injury to a passenger, staff or member of the public that is neither a fatality nor a major injury. Minor injuries to the workforce are RIDDOR-reportable if the injured person is incapacitated for work for more than three consecutive days. Minor injuries to the passengers and public are RIDDOR-reportable if the injured person was taken from the accident site to hospital.	200
Non RIDDOR-reportable minor injury	All other physical injuries.	1000
Class 1 shock / trauma	Shock or trauma resulting from being involved in or witnessing events that have serious potential for a fatal outcome eg train accidents such as collisions and derailments, or personal accidents involving being struck by train.	200
Class 2 shock / trauma	Shock or trauma resulting from other causes, such as verbal abuse and near misses, or personal accidents with a typically non-fatal outcome.	1000