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RSSB publishes summary of safety performance in 2010

RSSB has published its *Overview of safety performance for 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.

Anson Jack, Director of Policy, Research and Risk said

'The rail industry has seen a growth in passenger usage of around 25% over the past five years. Against this backdrop key indicators related to train accident risk have shown improving trends. There were no passenger or workforce fatalities in train accidents for the third consecutive year, the number of potentially higher-risk train accidents was at a record low, and the trend in train accident precursors continued to be maintained at a lower level.

At the same time, nine passengers lost their lives in accidents at stations¹ and three members of staff were fatally injured while working on railway infrastructure. The number of public fatalities, not due to trespass or suicide was historically low; there were six such deaths, four of whom were level crossing users.

The industry is working to provide higher levels of service and increased capacity while reducing its costs and the call on the taxpayer for subsidy. Against that background the industry continues to seek practicable ways to reduce risk further '

A recent RSSB report estimates that between 500 – 600 minor accidents involving the workforce were not reported between 2005 and early in 2010. RSSB will be considering the most appropriate way to update its historical analysis of injuries to reflect these findings.

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For further information, please contact the RSSB press office, on 020 3142 5331/ 5332 or email pressoffice@rssb.co.uk or visit the website on www.rssb.co.uk

¹ Three people fell from the platform and were electrocuted.

Three people fell from the platform and were struck by trains.

Two people were fatally injured in falls on escalators.

One person died as the result of an assault

Notes to editors:

1. 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
2. The *Overview of safety performance for 2010*, is compiled and published by RSSB on behalf of the industry, and covers the calendar year from January to December and provides the key highlights of safety performance on the national rail network.
3. A more detailed assessment of the industry's safety performance in the financial year 2010-11 will be presented in the ASPR, to be released later in the year.
4. A copy of the report can be found on RSSB's website at <http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/ASPR%202010%20Overview.pdf>
5. Other supporting information:

SPAD Risk Calculations

In the past, SPAD risk has been calculated using March 2001 as the benchmark date. However, this predated the introduction of TPWS (completed at the end of 2003), as well as the elimination of Mk 1 rolling stock (substantially completed by the end of October 2005). The combination of both of these initiatives has had a positive effect on the level of SPAD risk. To discount these two factors from the calculations, and portray a more current indication of trends in risk, it was decided to fix a new benchmark date at September 2006.

RSSB also devised a new method of assessing trends in SPAD risk to assess whether a change in SPAD risk ranking results is representative of any underlying change in risk rather than just volatility in the data. The new metric, which is less vulnerable than the former measure to one high-risk SPAD, is based on the SPAD risk ranking tool (so will continue to reflect changes in both frequency and potential consequence) but it is a more robust method for identifying changes in the underlying risk.

RIDDOR Review

[Independent review of RIDDOR reporting by Network Rail and its contractors](#)



Road-Rail Interface Special Topic Report

[Road-Rail Interface Safety Performance Report](#) published in April 2010.