

Overview of safety performance for 2009



Introduction

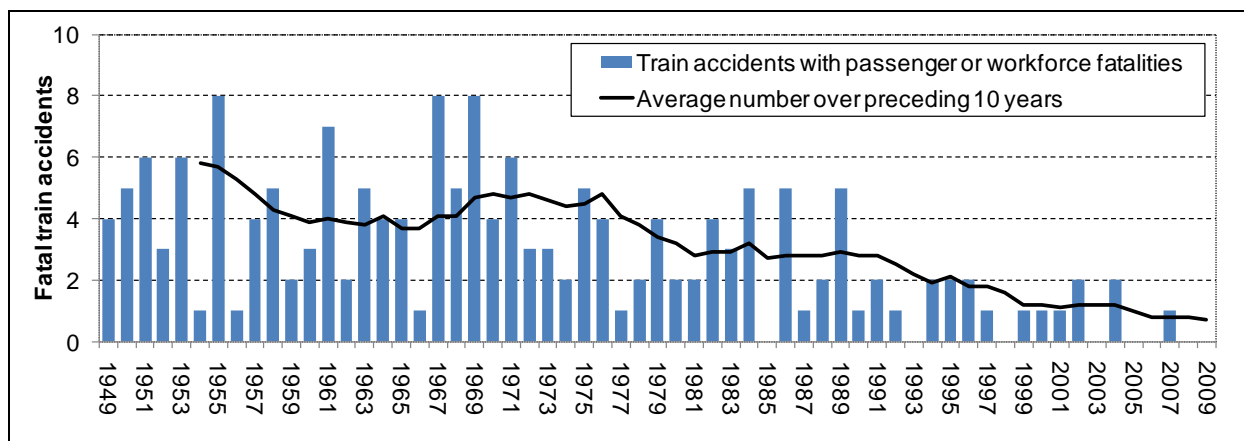
This report provides a high-level overview of safety performance for the calendar year 2009 on Great Britain's mainline railway¹. Although growth slowed over 2009, the recorded performance should be viewed against an overall context of increasing passenger usage, with levels having increased by around 20% over the last five years.

Key headlines

- There were no passenger or workforce fatalities in train accidents - the fourth year in the last five with no such fatalities.
- Five passengers died in separate accidents. All occurred in stations. This is the same as in 2008, which was the lowest passenger fatality total ever recorded.
- One member of the workforce was fatally injured, compared with three in 2008.
- At 39, the number of potentially higher-risk train accidents (PHRTAs) was the lowest recorded.
- At 264, the number of category A SPADs for 2009 was 19% lower than the 325 occurring in 2008, and represents the lowest annual figure since records started in 1985. At the end of 2009, the level of SPAD risk stood at 7% of the March 2001 baseline.
- There were five fatalities involving road vehicle occupants at level crossings, compared with two recorded in 2008. Three of the fatalities occurred in the same event.
- Eight pedestrians died at level crossings, a decrease of five from 2008.
- Fatalities arising from trespass and suicide were 265 in 2009 compared to 256 in 2008.

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. One passenger lost her life in a train accident in the last five years, as a result of the train derailment at Grayrigg.



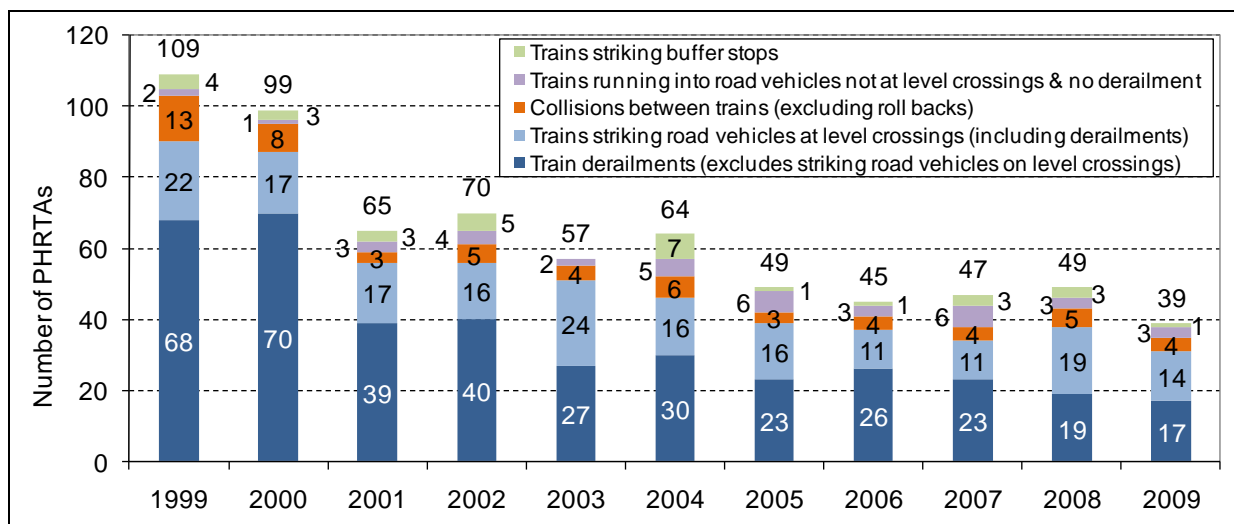
¹ More detailed safety analyses are presented in RSSB's Annual Safety Performance Reports (ASPRs). The next ASPR to be issued will cover the 12-month period April 2009 to March 2010, and is due for publication at the end of June 2010.

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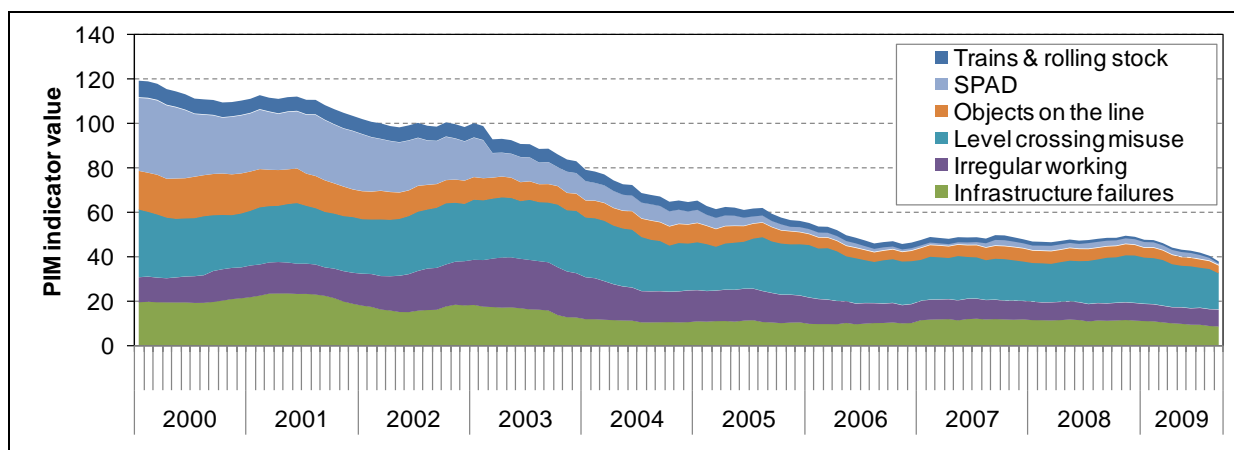
Potentially higher-risk train accidents

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), and other derailments. The following chart shows that the number of PHRTAs for 2009 is the lowest recorded to date. All of the four train collisions in 2009 involved passenger trains, and all occurred in stations at low speed. There were 17 train derailments, one of which was the result of a road vehicle incursion. There were 14 events involving train collisions with vehicles at level crossings, none of which resulted in derailment. The remaining events were a buffer stop collision and three train collisions with vehicles not at crossings (and with no derailment).



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 2009. At that date, the measure stood at its lowest historical level, reflecting reductions across most precursor categories.



Information contained in this summary should be treated as provisional.

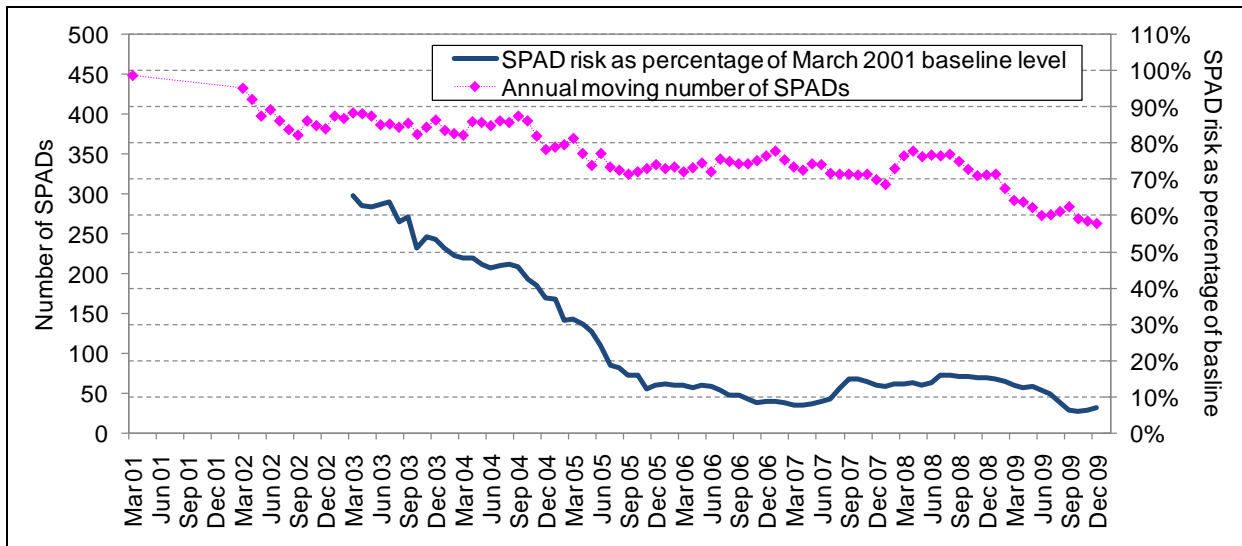
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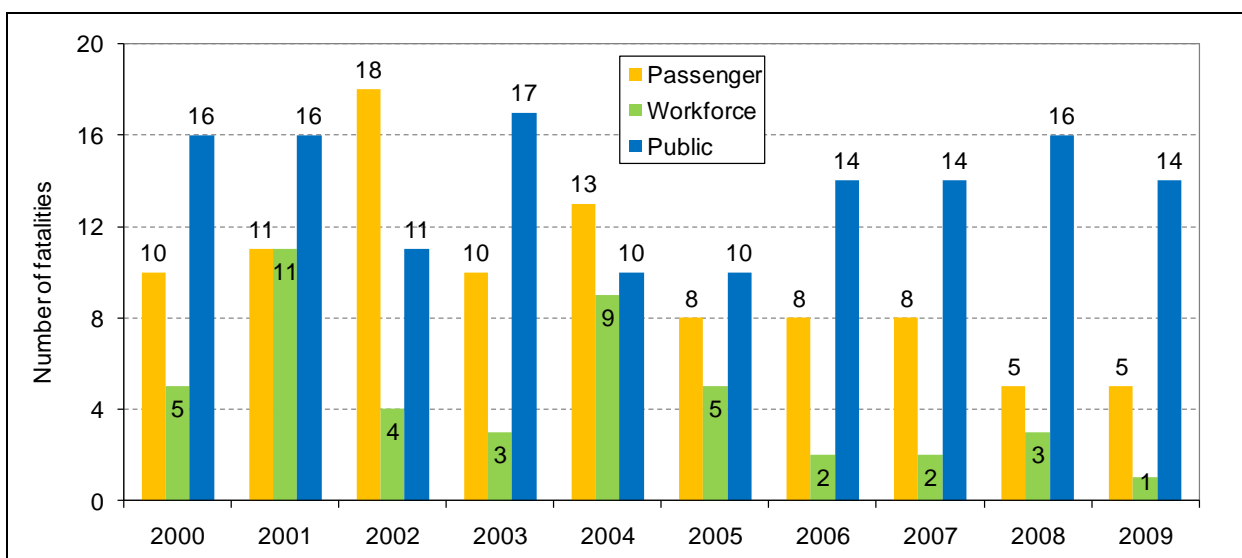
Signals passed at danger

At 264, the number of category A SPADs for 2009 was 19% lower than the 325 occurring in 2008, and represents the lowest annual figure since records started in 1985. At the end of 2009, the level of SPAD risk stood at 7% of the March 2001 baseline level.



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. There were historically lower numbers of passenger and workforce fatalities for 2009. Over the period as a whole, there has been a substantial growth in passenger usage.



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Passengers

There were no train accident fatalities. Five passengers were fatally injured in separate incidents in stations:

- One person collapsed on the platform and subsequently fell from the edge and was electrocuted.
- One person fell from the platform and was struck by a train.
- Two people were struck by trains while standing too close to the platform edge.
- One person fell on the concourse and died later in hospital.

Workforce

There was one workforce fatality in 2009:

- On 2 December, shortly after departing Leeds station, a passenger train struck a member of staff, who was performing lookout duties.

Members of the public

Eight of the 14 public fatalities not related to trespass or suicide occurred to pedestrians at level crossings.

Five involved road vehicle occupants who died in collisions with trains at level crossings; three of these fatalities occurred in a single accident, at Halkirk.

The other fatality involved a person at a station, but not for the purposes of travel, who fell from the platform and was struck by a train.

Trespass and suicide

The number of fatalities from trespass, suicide and suspected suicide increased slightly during 2009, with a total of 265, compared with 256 for 2008.

Further information

More detailed safety analyses are presented in RSSB's Annual Safety Performance Reports (ASPRs). The next ASPR is due for publication in June 2010 and will cover the 12-month period April 2009 to March 2010. Recent ASPRs have been on a calendar year basis, but RSSB has returned to financial years 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: aspr@rssb.co.uk, tel. 020 3142 5475.