



Overview of the September 2006

Station Safety Performance Report

Introduction

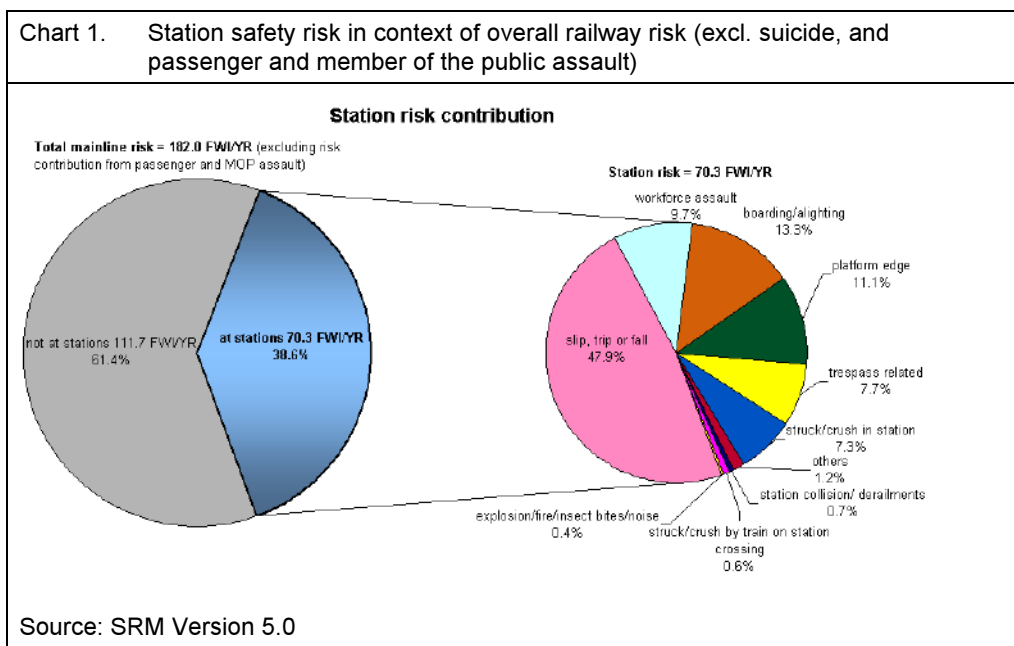
This overview provides a summary of the recent safety performance relating to station safety, which is described in detail in the full station safety performance report (available via the RSSB website: www.rssb.co.uk). It examines fatalities, injuries, trespass, station crime and train accidents, with an emphasis on current trends. The latest initiatives to improve safety are also covered.

Stations are open interface points with the railway line. There are over 2,500 of them on the mainline network, from which more than a billion journeys begin and end every year. Despite the perceived risk from train accidents, the onus is very much on the individual in the station environment. The industry can advise on appropriate behaviour and proper use, but a number of human factors will always be involved. Most slips, trips and falls, for example, occur due to running on stairs or the platform; most assaults take place in connection with ticket or train time disputes. Alcohol can be an inflammatory factor in both types of incident.

Chart 1 shows station risk in the context of overall railway risk, as measured by version 5 of RSSB's Safety Risk Model (SRM). Just below 39% of the total railway risk occurs at stations, excluding the estimated risk contribution from passenger and public assaults, which is in the region of 20 FWI/yr. Station risk is measured as 70.3 FWI/yr; the chart also illustrates how this is broken down by accident type, showing the three main areas of risk to be:

- Slips, trips and falls – 47.9%.
- Boarding/alighting accidents – 13.3%.
- Platform edge – 11.1%.

Assaults, as well as trespass-related incidents and persons struck/crushed by objects in the station, also register a risk of over 5% of the total.



Key safety facts

The report contains detailed analysis on all areas of railway crime. A number of key issues have emerged:

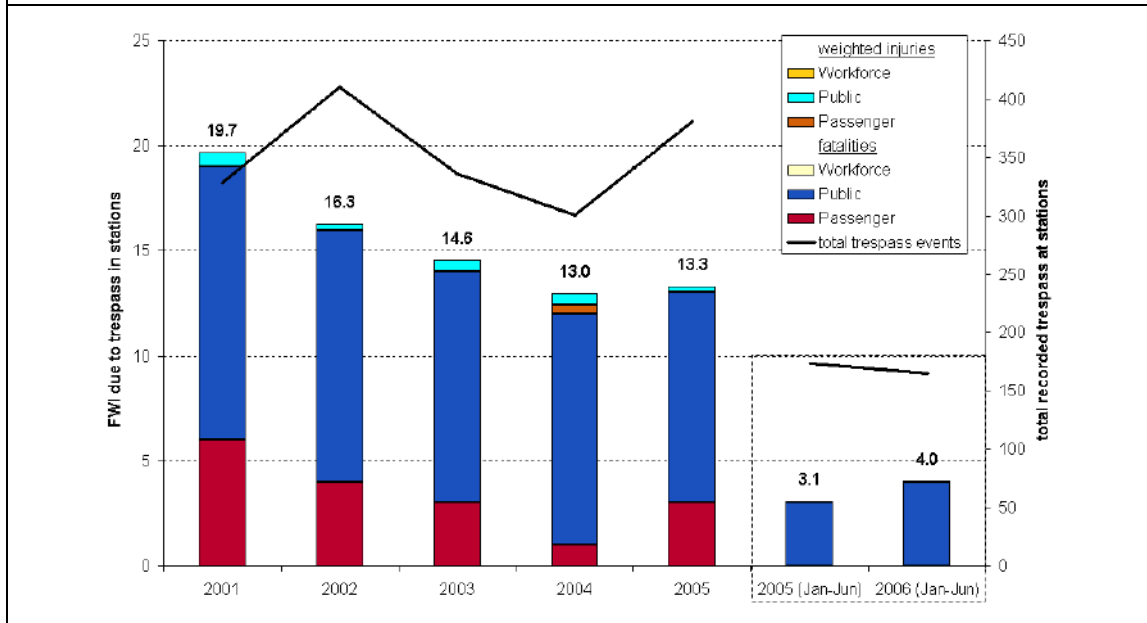
- There were six passenger fatalities between January and June 2006. Slips, trips and falls continue to account for the main source of risk, accidents mainly occurring on stairs and platforms (although some injuries are also incurred on escalators).
- A significant improvement has been seen in the number of injuries resulting from the boarding and alighting of trains. The removal of Mark 1 stock has had a positive impact on this area.
- Most workforce injuries in stations continue to involve assaults. This is followed by slips, trips and falls and being struck by/coming into contact with an object in the platform. Manual handling injuries also occur quite frequently.
- Injuries to trespassers showed a yearly improvement from 2001 to 2004. But while the level of harm remained the same in 2005, it rose by 32% in the half-year to June 2006. Some of these events may be reclassified as suicide as more information becomes available.
- Incidents of robbery and sexual offences both fell, however station assaults have continued to show a yearly increase (albeit at a lower rate than previously seen). Public disorder offences show no signs of abating, with a 20% increase in 2005 and a further rise of 27% in the half-year to June.
- Train accidents recorded in stations, which mainly comprise buffer stop collisions, collisions between trains and derailments, have also increased. There were two derailments in the first six months of the year. Of the nine collisions at stations in 2006, one caused several injuries when a passenger unit collided with a stationary train at Blackpool North.

Trespass

Every year, a significant number of people lose their lives or sustain injuries while trespassing on the railway.

Chart 2 looks at all accidental trespasser fatalities at stations since January 2001. Note that the total harm fell between 2001 and 2004. There was a slight increase in the harm to trespassers at stations in 2005, but it was very small and not statistically significant. However, whilst the total recorded instances of trespass at stations rose by a quarter, the harm suffered by the trespassers involved stayed largely the same. There were five fatalities to persons trespassing at stations, compared to only three in the same period of 2005.

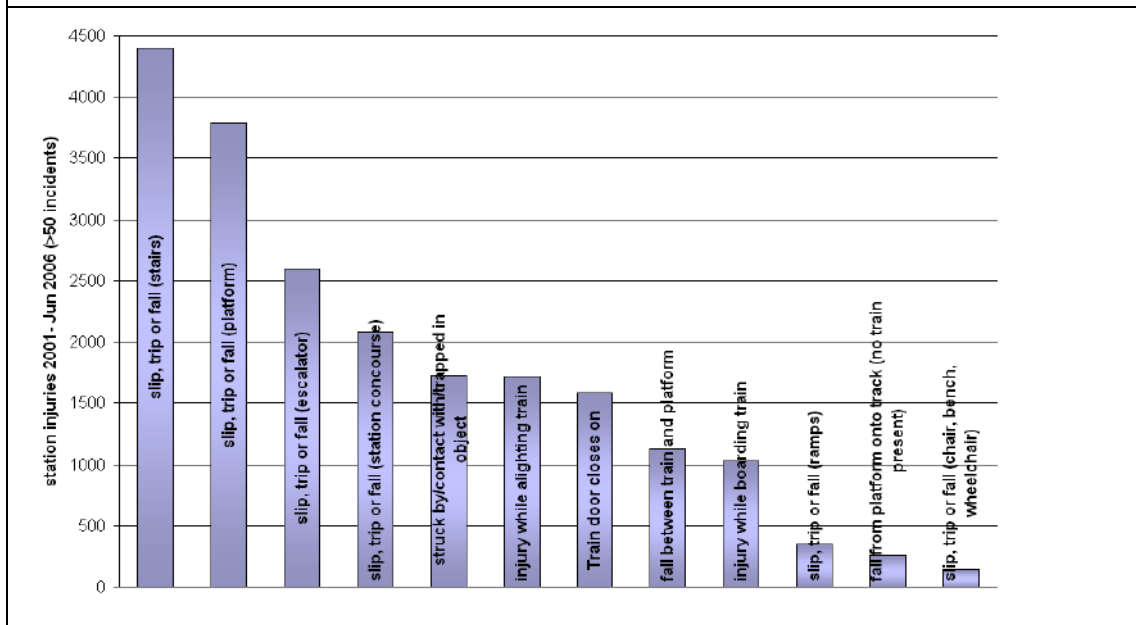
Chart 2. All injuries to trespassers in stations in FWIs



Injuries at stations

Of all the harm suffered on NRCI, 38.6% is incurred at stations. Station slips, trips and falls occur very often and account for 65% of harm (FWI) to passengers at the interface. Being struck by/contact with/trapped in an object on the station also causes many injuries, as do incidents involving boarding and alighting, train doors and assault.

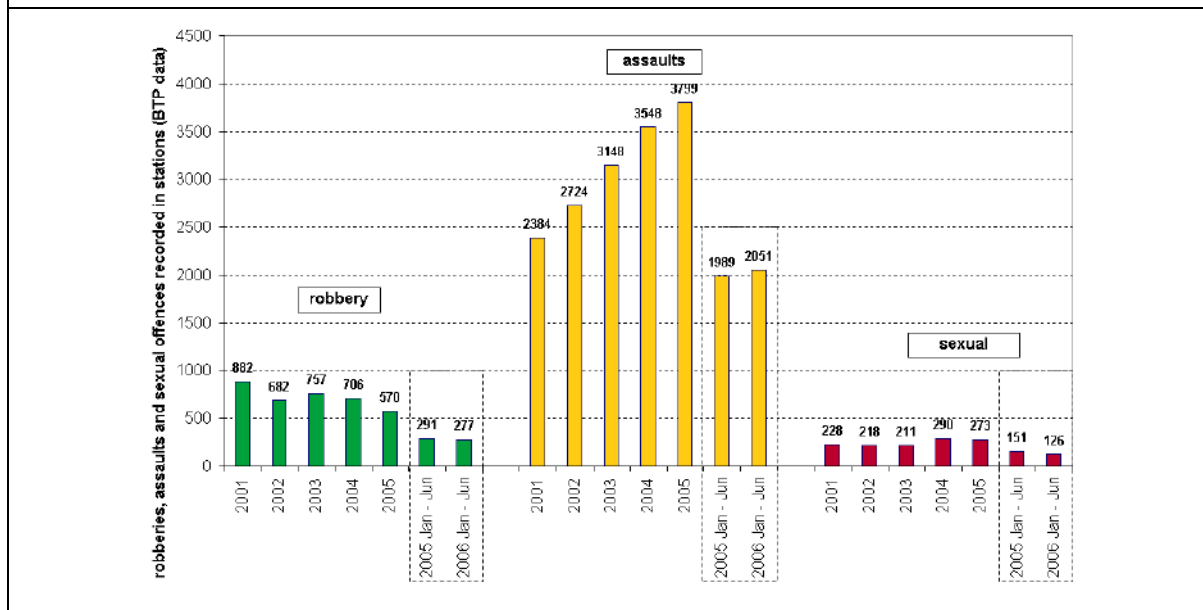
Chart 3. Injuries to passengers at stations > 50 injuries between Jan 2001 and Jun 2006 (excl. incidents of shock)



Crime at stations

Most crimes committed on NRCI also occur at stations. Chart 4 shows that: robberies have fallen for the last three years, recorded instances of assault have risen each year in the review period and sexual offences dropped in 2005.

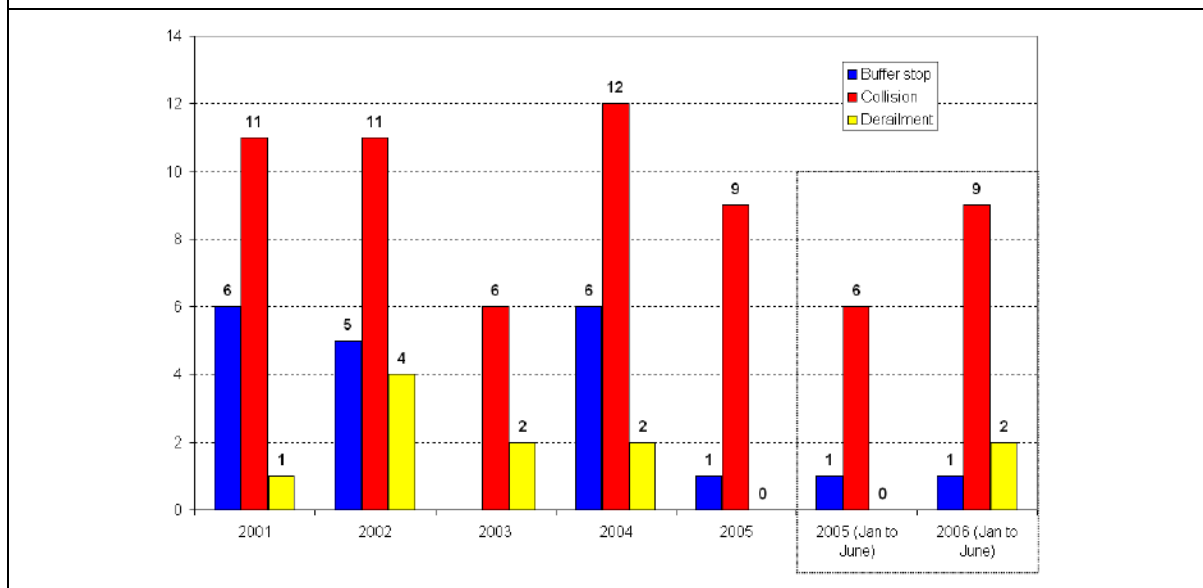
Chart 4. Crimes recorded at stations by BTP



Train accidents at stations

During the first half of 2006, there were twelve RIDDOR-reportable train accidents at stations. This is two more than for the whole of 2005. Of the nine collisions, seven were rollbacks and two occurred as the train was coming into the station. The majority of train accidents in stations do not result in injuries.

Chart 5. Occurrence of train accidents at stations



Further information

The full station safety report can be downloaded from the RSSB website: www.rssb.co.uk.

To discuss this report, or any other safety performance report, please contact either:

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