

Level crossing safety data collection: Preliminary viewpoint

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Where to start?

- The European Rail Agency (ERA) is a good foundation
- The work to generate consistent data to an accepted format should not be duplicated
- Rather, it should be expanded to accommodate additional jurisdictions as required
- By agreement, additional data sets should be accommodated if required and justified by this expert group
- Any additional data should aid management of risk arising at level crossings

An infrequent consequence of suicide / suspected suicide



A bridge between business and the local community

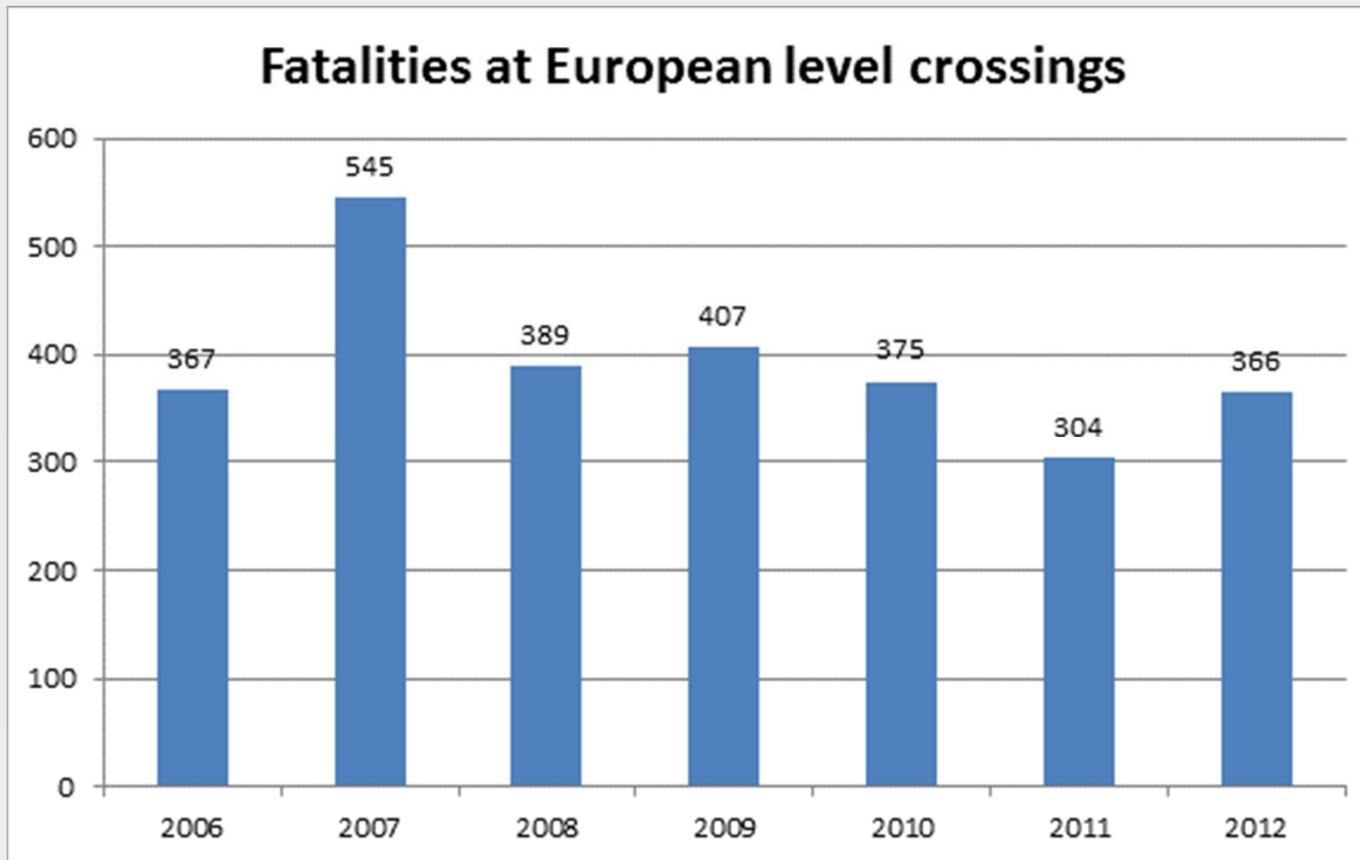
Suicide & suspected suicide

- When this is level crossing related it should be broken-out from the accidental and deliberate misuse data
- This applies to both vehicular and pedestrian categories of suicide / suspected suicide
- This reflects the different controls that may be required to minimise the risk arising of suicidal persons on the railway
- Coroner / Medical examiner findings to support the categorisation on the balance of probability of an intent to self harm and events where the persons concerned expected to survive

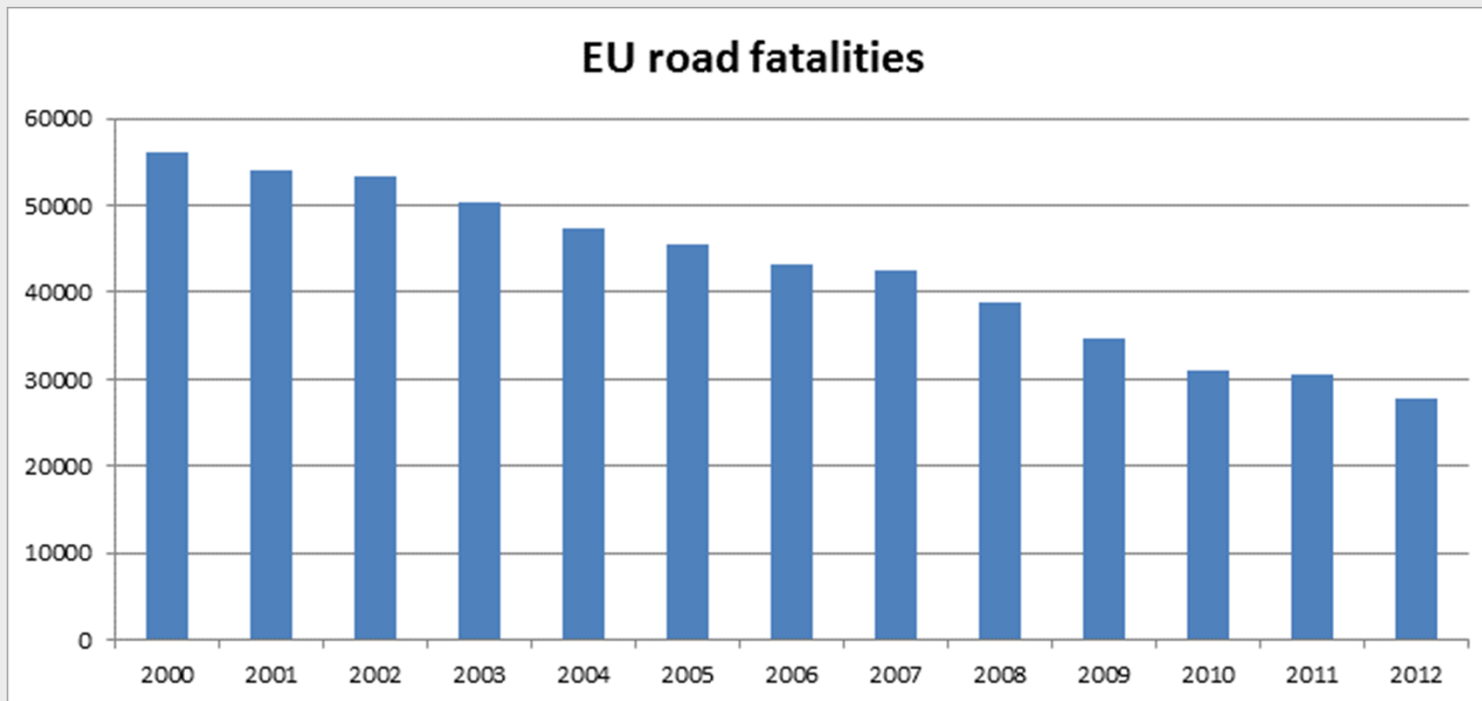
Road vehicle – train collisions / level crossing equipment

- Capturing data relating to road vehicle – train / level crossing equipment collisions
 - Fatal collisions
 - Serious injuries arising from collision (0.43 per fatality in EU+Norway)
 - Minor injuries arising from collision
 - Collision only damages railway equipment / Road vehicles
- How far down the hierarchy of events should we go?
- All the way given the potential for greater harm than actually occurred?

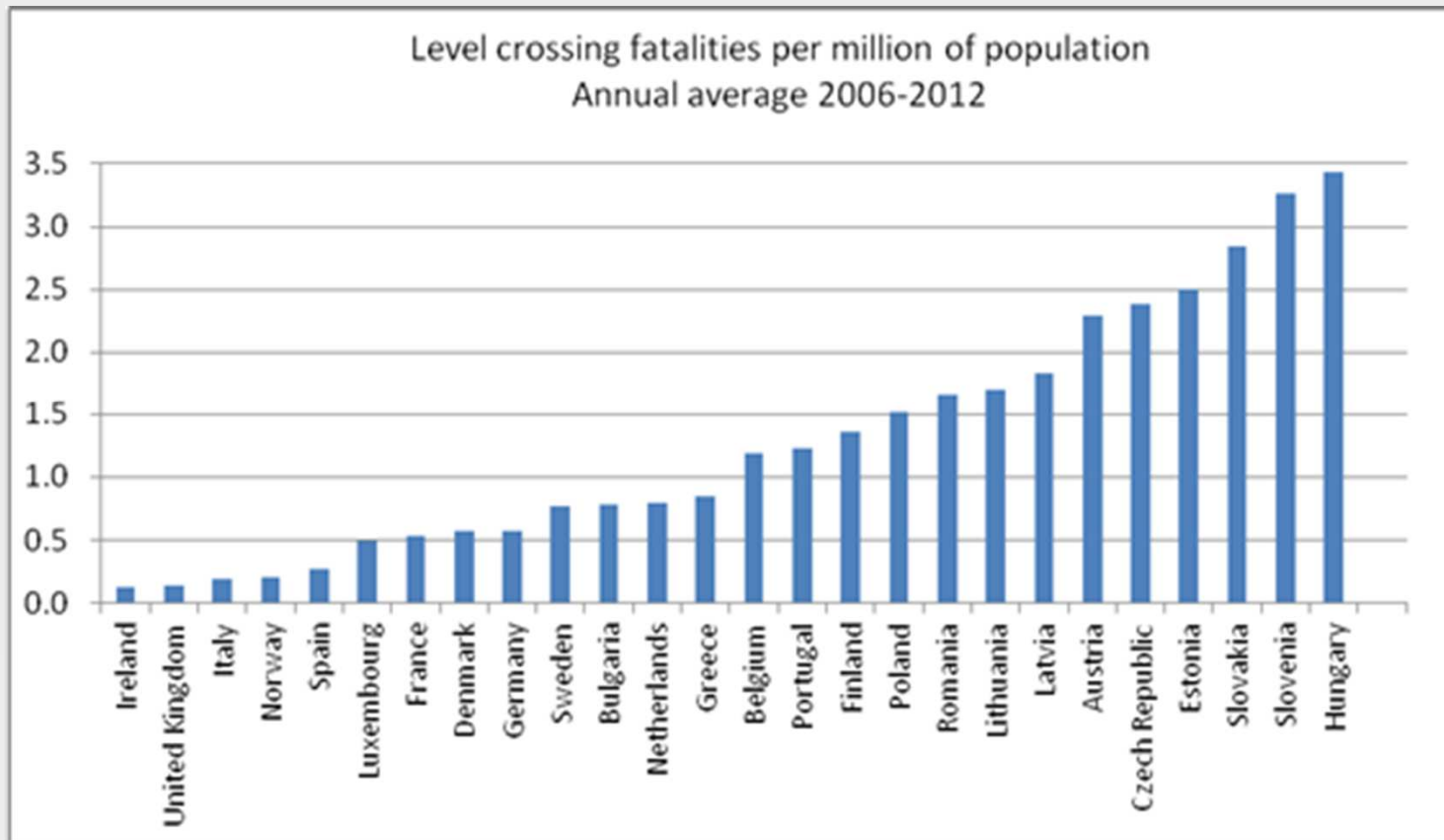
Level crossings: Little change in Europe since 2006



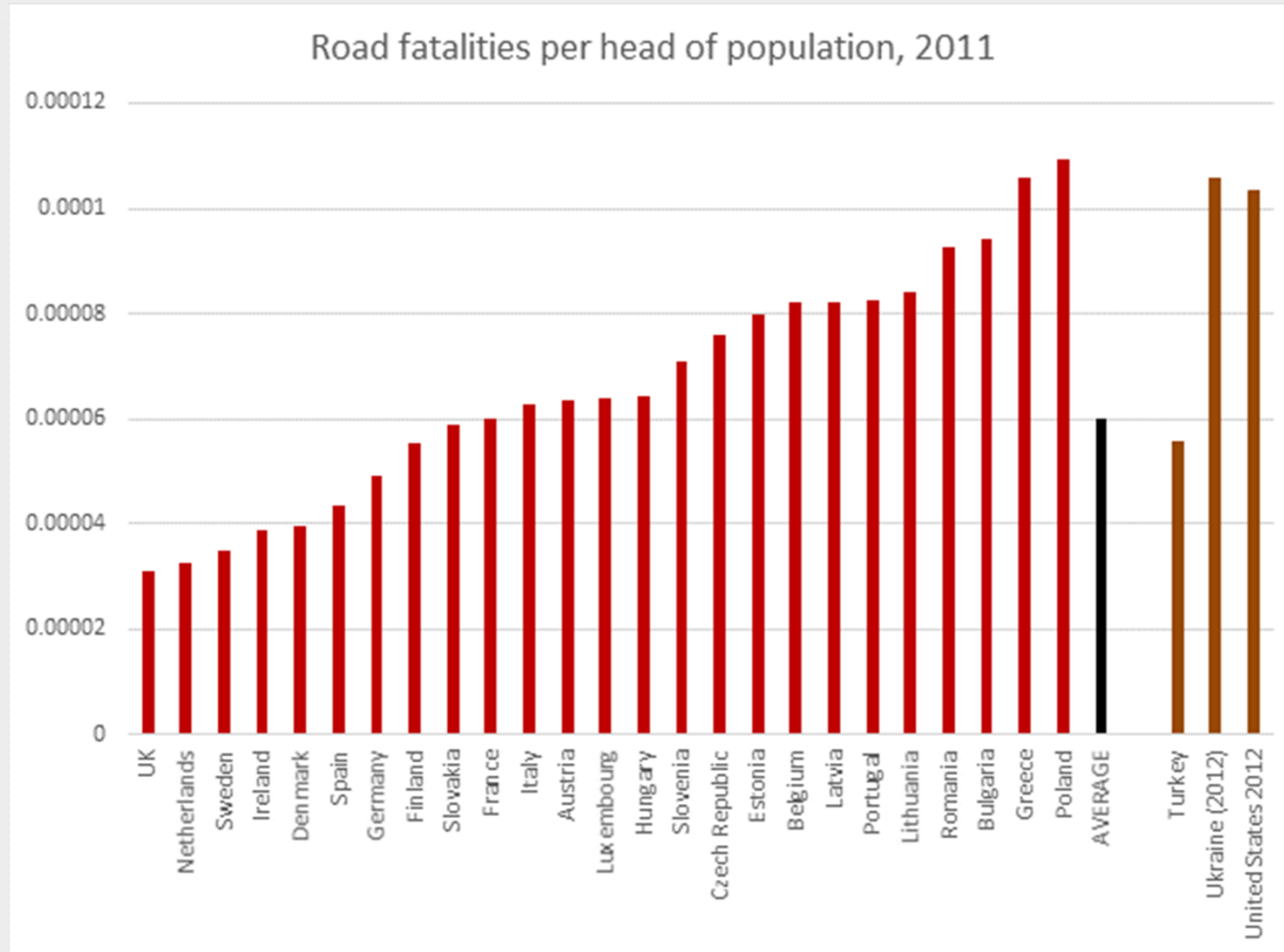
Road safety in Europe improving at a greater rate than at LX



Level crossing fatalities per million population



Road fatalities per head of population



Why measure per unit of population?

- To compare with road safety data
- Rarity of accidents at level crossings drives:
 - Greater media coverage / outrage
 - Higher expectations that action is taken to further reduce risk arising at level crossings in countries where harm is already least likely

But

- Need to determine if the different characteristics of each country's railways make this a less useful indicator

Other considerations

- Should the public – private split in level crossing populations be captured
- Pedestrian level crossings at stations, should they be a distinct category of crossings
- Should data address:
 - Level crossings on heritage railways
 - Level crossings on light-rail systems
- Relevant work
 - SELCAT
 - EU High Level Road Safety Group report
 - Conference proceedings / Relevant peer-reviewed papers
 - Donal Casey's paper – please pick-up a copy today



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