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
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

Fatalities at European level crossings

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Road safety in Europe improving at a greater rate than at LX
Level crossing fatalities per million population

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Road fatalities per head of population

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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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