December 2013

Fatalities

There were no workforce accidental fatalities during December. There were, however, 1 passenger accidental and 4 accidental public fatalities during the month:

- On 1 December, a person was killed by a tree that fell on the line near Kilsby (London North West).
- On 17 December, a trespasser was struck by a train at Sandbach North (London North West).
- On 18 December, a trespasser was struck by a train near Armitage Junction (London North West).
- On 21 December, an intoxicated passenger fell onto the track and was struck by a train at Mansfield Viaduct station (London North East).
- On 31 December, a trespasser jumped onto track to retrieve a lost item and was subsequently struck by a train at Welham Green Station (London North East).

We have also become aware of 1 late-reporting passenger fatality during November 2013:

- On 6 November, an intoxicated passenger fell from the platform onto the track at East Croydon station (Sussex). The person was initially conscious but later died in hospital.

We have also only recently become aware of 2 workforce accidental fatalities that occurred during June 2013:

- On 19 June, 2 members of staff on duty were involved in a road traffic accident and were fatally injured at Claypole (London North East).

There were 23 suspected suicides during December 2013. The average monthly figure over the past 12 months has been 23. Suicide figures are subject to change as more information, for example coroners’ verdicts, is made available.

Reportable train accidents: collisions, derailments and trains striking road vehicles

- On 17 December, a passenger train collided at low speed with another passenger train at Faversham (Kent). There were no reported injuries.
- On 30 December, a freight train derailed at Potters Grange Junction, Goole (London North East) after a signal was passed at danger. There were no reported injuries.
- On 31 December, a passenger train collided with a road vehicle at Market Garden User Worked Crossing (London North East). There were 2 reported workforce injuries – both suffered shock due to the event.

Precursors

During December 2013, there were 31 signals passed at danger (SPADs). This is 16 more than in December 2012. The average monthly figure over the past 12 months has been 24.6.

Of the 31 SPADs in December, six were risk-ranked potentially significant (16+), and two were risk-ranked as potentially severe (20+).

In addition to the 31 SPADs, there were 96 other incidents where signals were passed at red in December 2013. Of these 92 were due to technical causes and 4 were due to the emergency replacement of the signal. There were 83 such SPADs in December 2012. The average monthly figure over the past 12 months has been 119.3.

There were also 18 broken rails during December 2013.
Summary of Safety Performance

Latest safety performance reports are available to download from http://www.rssb.co.uk/SPR/REPORTS/Pages/default.aspx and http://www.opsweb.co.uk/

There is a feedback form on the RSSB website; Feedback form we would appreciate your comments on all our outputs.

Fatalities

* Public accidental fatalities include trespass and non-trespass, but exclude fatalities at level crossings (which are shown separately).

Major injuries

RIDDOR-reportable major injuries to each person type reported in SMIS. The majority of passenger injuries occur in stations.

Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) reportable cases only. Includes derailments at level crossings after striking road vehicles. Does not include buffer stop and ‘open door’ collisions. Passenger low-speed collisions predominately occur at stations.

Potentially higher-risk train accidents

Statutorily reportable collisions (excluding roll back and open door collisions), derailments, buffer stop collisions and trains striking road vehicles. PHRTAs are normalised per million train miles.

SPADs

SPADs on or affecting Network Rail managed infrastructure.

Train strikes at level crossing

The dark blue bars refer to trains striking barriers where a previous incident had caused the barriers to encroach onto the running line, such as a road vehicle striking the barriers.