May 2014

Fatalities

There were no passenger accidental fatalities in May. However, there was one workforce fatality and three public accidental fatalities during the month:

- On 1 May, a member of the workforce was fatally injured in a road traffic accident in Newcraighall (Scotland).
- On 31 May, a cyclist was struck at Wharf Road AHB level crossing (Anglia).
- Two public accidental fatalities in train accidents (see below)

There were 22 suspected suicides during May 2014. The average monthly figure over the last 12 months was 23.6. Suicide figures are subject to change as more information (such as coroners’ verdicts) is made available.

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

- On 7 May, a road vehicle was struck by a passenger train at Ivy Lea Farm user-worked level crossing (London North East). The driver of the road vehicle was fatally injured and a member of the workforce suffered shock. RAIB is investigating.
- On 8 May, a passenger train collided with another passenger train at low speed at Glasgow Central High Level (Scotland). There were no reported injuries.
- On 11 May, a motorcyclist was struck by a passenger train at Frampton Gates level crossing (Western). The motorcyclist was fatally injured.
- On 22 May, a freight train struck buffer stops at Kingsbury sidings and derailed, blocking the adjacent running line at Kingsbury Branch Junction (London North West). There were no reported injuries.
- On 25 May, a passenger train derailed in the platform at Paddington station (Western). There were no reported injuries. RAIB is investigating.
- On 30 May, a freight train passed signal at danger and derailed on trap points at Doncaster (London North East). There were no reported injuries.

Precursors

During May 2014, there were 23 signals passed at danger (SPADs). This is three more than in May 2013. The average monthly figure over the past 12 months was 25.4.

Of the 23 SPADs in May, two were risk-ranked potentially significant (16+); none SPADs were risk-ranked as potentially severe (20+).

In addition to the 23 SPADs, there were 114 other incidents in May 2014 where signals were passed at red. Of these, 101 were due to technical causes and 13 were due to the replacement of the signal in accordance with the rules. There were 108 such incidents in May 2013. The average monthly figure over the past 12 months was 108.
Summary of Safety Performance


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

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.

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.

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.

RSSB can help with safety data queries; please do not hesitate to contact us.

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