Summary of Safety Performance

August 2014

Fatalities
There were no workforce accidental fatalities during August. There was 1 passenger accidental fatality and 4 public accidental fatalities:

On 5 August, a passenger fell from the stairs to the platform at Hampstead Heath station (Anglia). The person died in hospital from their injuries 5 days later.

On 7 August, two members of the public fell from a bridge onto track near Birmingham New Street (London North West). They were taken to hospital, but later died from their injuries.

On 13 August, a member of the public was struck by a train on the running line at Fairhaven (London North West).

On 27 August, a pedestrian was struck by a passing train at Fishermans Path user-worked gated crossing (with telephone) (London North West) while attempting to retrieve a dog from the line.

There were 29 suspected suicides during August 2014. The average monthly figure over the past 12 months has been 23. 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 1 August, a passenger train struck a road vehicle at Meusydd Mill user-worked crossing, near Ffairfach (Western). There were no reported injuries.

On 23 August, a passenger train had a low-speed rollback collision with another passenger train at Haywards Heath (Sussex). There were no reported injuries.

Precursors
During August 2014, there were 19 signals passed at danger (SPADs). This is 6 fewer than in August 2013. The average monthly figure over the past 12 months has been 25.2.

Of the 19 SPADs in August 2014, 7 were risk-ranked potentially significant (16+), of which 2 were risk-ranked as potentially severe (20+).

In addition to the 19 SPADs, there were 92 other incidents where signals were passed at red (SPARs) in August 2014 whereas there were 111 such incidents the previous August. Of these 92 SPARs, 80 were due to signalling system reversion or replacement (system or human), 12 were due to replacement of the signal in an operational incident. There were no train runaway incidents.

Broken rails are reported for the month prior to the safety summary: there were 3 broken rails during July 2014.

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.
Summary of Safety Performance

* 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.

SPADs on or affecting Network Rail managed infrastructure.

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.