February 2014

Fatalities
There were no passenger, workforce or public accidental fatalities during February.

There were 27 suspected suicides during February 2014. The average monthly figure over the past 12 months has been 22.6. 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 3 February, a freight train derailed by the leading bogie on the handpoints leading to the Arrival & Departure Road at Angerstein Wharf (South East). The derailment has been attributed to driver error. There were no reported injuries.
- On 18 February, a freight train travelling within a possession at low speed derailed near Castle Bromwich Junction (London North Western). There were no reported injuries.
- On 25 February, a freight train being shunted on a freight only line derailed by its rear bogie as a switch blade collapsed beneath the movement at Doncaster Decoy (London North Eastern). The train derailed on Network Rail managed infrastructure. There were no reported injuries.

Precursors
During February 2014, there were 19 signals passed at danger (SPADs). This is 8 fewer than in February 2013. The average monthly figure over the past 12 months has been 23.5.

Of the 19 SPADs in February, 5 were risk-ranked potentially significant (16+), no SPADs were risked ranked as potentially severe (20+).

In addition to the 19 SPADs, there were 108 other incidents where signals were passed at red in February 2014. Of these, 102 were due to technical causes and 6 were due to the emergency replacement of the signal. There were 114 such incidents in February 2013. The average monthly figure over the past 12 months has been 119.

There were also 12 broken rails during February 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.

With 11 months’ of data for 2013/14, we have projected the figures for the rest of the financial year. Passenger major injuries are projected to decrease from 2012/13. Suspected suicides are currently at a seven-year high. Passenger train derailments and low-speed collisions are projected to decrease. The number of SPADs risk ranked below 20 is already greater than for 2012/13, with the March data yet to be collected. The number of SPADs risk ranked 20+ is projected to be one greater than last year.
Summary of Safety Performance

Fatalities

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

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

Derailments & collisions

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.