January 2014

Fatalities

There were no passenger accidental fatalities during January. There were, however, 1 workforce accidental and 3 public accidental fatalities during the month:

- On 4 January, a trespasser jumped or fell from Durham Viaduct. They sustained leg injuries, but died en route to hospital (London North East).
- On 14 January, a trespasser was struck by a train between Williamwood and Muirend (Scotland).
- On 19 January, a trespasser was struck by a train at Linlithgow (Scotland).
- On 22 January, a member of the workforce was struck by a train at Newark Northgate Station (London North East). RAIB is investigating this incident.

There were 13 suspected suicides during January 2014. The average monthly figure over the past 12 months has been 22.2. 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 5 January, a passenger train struck a road vehicle at Hoghton AHB crossing (London North West). One member of the workforce suffered shock due to the event.
- On 12 January, a freight train collided with another freight train in a possession at Long Ashes (London North West) and derailed. One member of the workforce suffered minor injuries, another suffered shock.
- On 14 January, a freight train struck a road vehicle at Silverdale AHB crossing (London North West). There were no reported injuries.
- On 17 January, a passenger train collided with engineering equipment left foul at Harlescott MCB crossing (London North West). There were 3 reported workforce injuries – 2 suffered shock and 1 suffered a minor injury.

Precursors

During January 2014, there were 19 signals passed at danger (SPADs). This is 2 more than in January 2013. The average monthly figure over the past 12 months has been 24.7.

Of the 19 SPADs in January, 3 were risk-ranked potentially significant (16+), and 1 was risk-ranked as potentially severe (20+).

In addition to the 19 SPADs, there were 119 other incidents where signals were passed at red in January 2014. Of these, 112 were due to technical causes and 7 were due to the emergency replacement of the signal. There were 108 such incidents in January 2013. The average monthly figure over the past 12 months has been 110.8.

There were also 17 broken rails during January 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

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.

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.

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

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