July 2014

Fatalities

There were no passenger or workforce accidental fatalities during July. There was, however, 1 public accidental fatality:

On 22 July, a body was found on the line between Slateford Junction and Haymarket East Junction (Scotland), the person involved having been electrocuted by the overhead lines while engaged in trespass.

There were 28 suspected suicides during July 2014. The average monthly figure over the past 12 months has been 23.3. 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 15 July, a freight train passed a signal between Ulceby Junction and Brocklesby Junction (London North East) at red and subsequently derailed. There were no reported injuries.

On 23 July, a freight train derailed at Lostwithiel (Western). There were no reported injuries.

Precursors

During July 2014, there were 25 signals passed at danger (SPADs). This is 1 greater than in July 2013. The average monthly figure over the past 12 months has been 25.8.

Of the 25 SPADs in July 2014, 8 were risk-ranked potentially significant (16+), with a further 4 were risk-ranked as potentially severe (20+).

In addition to the 25 SPADs, there were 139 other incidents where signals were passed at red (SPARs) in July 2014 whereas there were 205 such incidents the previous July. Of these 139 SPARs, 114 were due to signalling system reversion or replacement (system or human), 24 were due to replacement of the signal in an operational incident and 1 was due to train runaway. There were also 4 broken rails during June 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).

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.

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.

‡ In the April 2014 summary of safety performance, we reported on a fatality of a teenage boy, who was electrocuted after falling from the platform at Horley station (Sussex). It has now been confirmed that this person was intending to travel from the station, so the fatality now appears in the passenger statistics, not the public statistics. In addition, the fatality chart has been amended to include a workforce fatality in May 2014 that occurred to a YD&S cleaner who came into contact with the live rail at West Marina Depot (Kent), and was electrocuted.

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