March 2014

Fatalities

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

- On 1 March, a passenger fell from the platform and was struck by a train whilst under the influence at Shepards Bush (Sussex).

- On 24 March, a member of public with a pushbike was struck by a train at Cattishall footpath crossing (Anglia).

There were 20 suspected suicides during March 2014. The average monthly figure over the last 12 months was 23.2. 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 29 March, a coal wagon ran away at Speke Junction (London North Western) and struck the buffer stops. There were no reported injuries.

Precursors

During March 2014, there were 30 signals passed at danger (SPADs). This is 11 more than in March 2013. The average monthly figure over the past 12 months was 24.4.

Of the 30 SPADs in March, 2 were risk-ranked potentially significant (16+), no SPADs were risked ranked as potentially severe (20+).

In addition to the 30 SPADs, there were 119 other incidents in March 2014 where signals were passed at red. Of these, 106 were due to technical causes and 13 were due to the replacement of the signal in accordance with the rules. There were 137 such incidents in March 2013. The average monthly figure over the past 12 months was 118.

There were also 12 broken rails during March 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.

A review of the full year's data for 2013/14, shows a decrease in passenger major injuries compared to 2012/13. Suspected suicides are, however, at a 7-year high. This may, in part, be due to more detailed information being supplied by BTP, as well as a real increase in the number of these deaths; the ASPR will provide further details. Passenger train derailments and low-speed collisions have decreased, although the total number remains relatively small. The number of SPADs risk ranked below 20 is greater than for 2012/13. The number of SPADs risk ranked 20+ is the same compared to last year.
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.

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.

SPADs on or affecting Network Rail managed infrastructure.