October 2014

Fatalities
There were no passenger or workforce accidental fatalities during October. There were 2 public accidental fatalities:

On 1 October, a member of public trespassing on the running line was struck by a passenger train near Topsham (Western).

On 19 October, a member of public trespassing on the running line was electrocuted at Camberley station (Wessex).

There were 34 suspected suicides during October 2014. The average monthly figure over the past 12 months has been 24.3. 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 2 October, a freight train derailed at Porthkerry No.2 Tunnel (Wales). There were no reported injuries.

On 23 October, a freight train derailed by two axles at Heworth, between Sunderland and Newcastle (London North East). There were no reported injuries.

On 31 October, an on track machine struck a gate at Lingwood manually controlled level crossing (Anglia). There were no reported injuries.

Precursors

During October 2014, there were 28 signals passed at danger (SPADs). This is 5 fewer than in October 2013. The average monthly figure over the past 12 months has been 24.6.

Of the 28 SPADs in October 2014, 4 were risk-ranked potentially significant (16+), no SPADs were risk-ranked as potentially severe (20+).

In addition to the 28 SPADs, there were 120 other incidents where signals were passed at red (SPARs) in October 2014; there were 124 such incidents the previous October. Of these 120 SPARs, 107 were due to signalling system reversion or replacement (system or human), and 13 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 September 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/

Please email us with feedback; we would appreciate your comments on all our outputs.

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

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Summary of Safety Performance

 Fatalities

- Accidental fatalities: Workforce
- Accidental fatalities: Passenger
- Accidental fatalities: level crossings
- Accidental fatalities: Public *
- Suicides/ suspected suicides

Major injuries

- Passenger major injuries/million journeys
- Passengers
- Workforce
- Public

* 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

- Collisions: non-passenger
- Collisions: passenger in running
- Collisions: passenger low-speed
- Derailments: non-passenger
- Derailments: passenger
- Derailments: at crossing: non-passenger
- Derailments: at crossing: passenger

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

- Total
- 16+ risk ranked SPADs
- 20+ risk ranked SPADs
- Percentage of Sep 2006 benchmark SPAD risk

SPADs on or affecting Network Rail managed infrastructure.

Train strikes at level crossing

- Barrier
- Gate
- Road vehicle

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.

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