Summary of Safety Performance

September 2014

Fatalities
There were no passenger or workforce accidental fatalities during September. However, there were 5 public accidental fatalities:

On 3 September, a pedestrian was struck by a passenger train at Chartham Riverside (Dibleys) footpath crossing (Kent).
On 7 September, a member of the public trespassing on the running line was struck by a passenger train at Winsford (London North West).
On 16 September, a pedestrian was struck by a passenger train at Lightcliffe Golf Course footpath crossing (London North East).
On 22 September, a member of the public was struck by a through train at Vauxhall (Wessex) while trespassing on the track at the station.
On 23 September, a child and his mother were struck and killed by a train at Slough station (Western). The mother is suspected of having committed suicide.

There were 35 suspected suicides during September 2014, including the event referred to above. The average monthly figure over the past 12 months has been 23.7. 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 9 September, a passenger train struck a gate at Cadborough Farm user-worked crossing (UWG), between Rye and Winchelsea (Sussex). There were no reported injuries.
On 16 September, a road vehicle crashed through the lowered barriers at Mays CCTV level crossing, and struck the side of a freight train (Wessex). There were no reported injuries.

Precursors
During September 2014, there were 25 signals passed at danger (SPADs). This is 3 more than in September 2013. The average monthly figure over the past 12 months has been 25.3.

Of the 25 SPADs in September 2014, 5 were risk-ranked potentially significant (16+), of which none were risk-ranked potentially severe (20+).

In addition to the 25 SPADs, there were 109 other incidents where signals were passed at red (SPARs) in September 2014; there were 113 such incidents the previous September. Of these 109 SPARs, 93 were due to signalling system reversion or replacement (system or human), and 16 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 August 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.
**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.