Fatalities

There were no passenger accidental fatalities during February. There was 1 workforce fatality and 3 public accidental fatalities:

On 8 February, a teenage child pedestrian was struck by a passenger train at Glebe Way footpath with miniature warning lights crossing (Kent).

On 10 February, a member of workforce was fatally injured in a road traffic accident while travelling to a meeting at Waterloo (Wessex).

On 14 February, a trespasser was electrocuted by the conductor rail at Drayton (Sussex) while crossing the tracks.

On 28 February, a trespasser was struck by a train at Oaksey (Western) while on the railway infrastructure.

There were 20 suspected suicides during February 2015. The average monthly figure over the past 12 months has been 24.7. 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 5 February, train wagons derailed at Angerstein Wharf (Kent). There were no reported injuries.

On 26 February, a passenger train struck a gate at Tresithney footpath crossing (Western). There were no reported injuries.

Precursors

During February 2015, there were 26 signals passed at danger (SPADs). This is 8 greater than in February 2014. The average monthly figure over the past 12 months has been 25.9.

Of the 26 SPADs in February 2015, 8 were risk-ranked potentially significant (16-19), and 1 was risk-ranked as potentially severe (20+).

In addition to the 26 SPADs, there were 79 other incidents where signals were passed at red (SPARs) in February 2015; there were 109 such incidents the previous February. Of these 79 SPARs, 69 were due to signalling system reversion or replacement (system or human), and 10 were due to replacement of the signal in an operational incident. There were no train runaway incidents.

There were 11 broken rails during February 2015.


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