January 2015

Fatalities

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

On 15 January, a trespasser was struck by an oncoming passenger train at Reading West Station (Western) while crossing the tracks between platforms.

On 16 January, a trespasser was electrocuted by the conductor rail at Hilsea station (Wessex) while walking along the tracks.

On 17 January, a passenger fell from the platform onto the tracks and was struck by a passenger train at Southall station (Western).

On 22 January, a trespasser was struck by a passing passenger train at Penkridge station (London North West) while sitting on the tracks.

There were 23 suspected suicides during January 2015. The average monthly figure over the past 12 months has been 25.1. 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

There were no reportable train accidents during January 2015.

Precursors

During January 2015, there were 29 signals passed at danger (SPADs). This is 12 greater than in January 2014. The average monthly figure over the past 12 months has been 25.2.

Of the 29 SPADs in January 2015, 8 were risk-ranked potentially significant (16-19), and no SPADs were risk-ranked as potentially severe (20+).

In addition to the 29 SPADs, there were 102 other incidents where signals were passed at red (SPARs) in January 2015; there were 119 such incidents the previous January. Of these 102 SPARs, 84 were due to signalling system reversion or replacement (system or human), and 18 were due to replacement of the signal in an operational incident. There were no train runaway incidents.

There were 16 broken rails during January 2015 and there were 16 broken rails during December 2014 (4 were late reported).

Latest safety performance reports are available to download from


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

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.

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

Produced by RSSB
Phone 020 3142 5484
Email address: Theresa.liu@rssb.co.uk

Author: Theresa Liu