

Summary of Safety Performance



Rail Safety & Standards Board

June 2006

Fatalities

During June, one passenger died on the mainline railway.

On 29 June, a male passenger alighted from a train with a bicycle laden with heavy shopping. As he was wheeling it along close to the platform edge, the front wheel went over the side. This caused him to fall onto the track where he came into contact with the conductor rail.

There were nine public fatalities, one of which was at a level crossing, the other eight being trespassers. There were also ten suspected suicides recorded during the month. These figures are subject to change as more information (eg coroners' verdicts) becomes available.

Reportable train accidents: collisions, derailments and trains striking road vehicles on level crossings

June saw the occurrence of two rollback collisions, two derailments and one train striking a road vehicle on a level crossing.

Both of the rollback collisions happened on the South East territory - on 9 June at Dover Priory and 16 June at Ashford. Neither incident resulted in an injury.

A passenger train struck a van on Coulson Road (London North Eastern) user-worked with telephone level crossing. The user had not phoned the signaller to request permission to use the crossing. There were no injuries and only slight damage to the van.

On 27 June, a freight train derailed at Merehead (Western). The train driver was propelling the train, when he set back too far and collided with the buffer stops, pushing them back 20 yards and derailling the rear two vehicles. But, being unaware of the collision, the driver then pulled forward, dragging the derailed vehicles, damaging the tracks and cables. There were no injuries but half a mile of track required replacing.

The following day, a freight train derailed on a set of points at Maltby Bunker (London North Eastern). There were no injuries.

Precursors

During June 2006, there were 30 category A SPADs (signal passed at danger. Note that this figure is provisional until all cases have been agreed with the relevant parties). This is ten (25%) fewer than in June 2005.

Of the 30 category A SPADs in June, six were risk ranked 16+ events, none of which were ranked as potentially severe (20+).

The year to date category A SPAD figure is 150. This is eight fewer than for the same period last year.

During June 2006, there were 161 category B, 14 category C and one category D SPADs, giving a total of 176. There were 220 in June 2005.

There were seven broken rails in June 2006, bringing the yearly total to 130, which is 12% lower than the total for the same period of 2005.

Latest safety performance reports: available on www.rssb.co.uk or www.spadweb.com

The following safety performance reports will be published in July 2006:

- Category A SPAD Report: half year 2006.
- TPWS (train protection warning system) brake demands four-page summaries for June.
- Railway crime.

With six months of data now available for 2006, we have projected figures to the end of the year. It can be seen that the number of suicides, PHRTAs (potentially higher risk train accidents), SPADs and train strikes at level crossings look broadly consistent with 2005.

The Safety Intelligence Team can help with safety data queries; please do not hesitate to contact us.

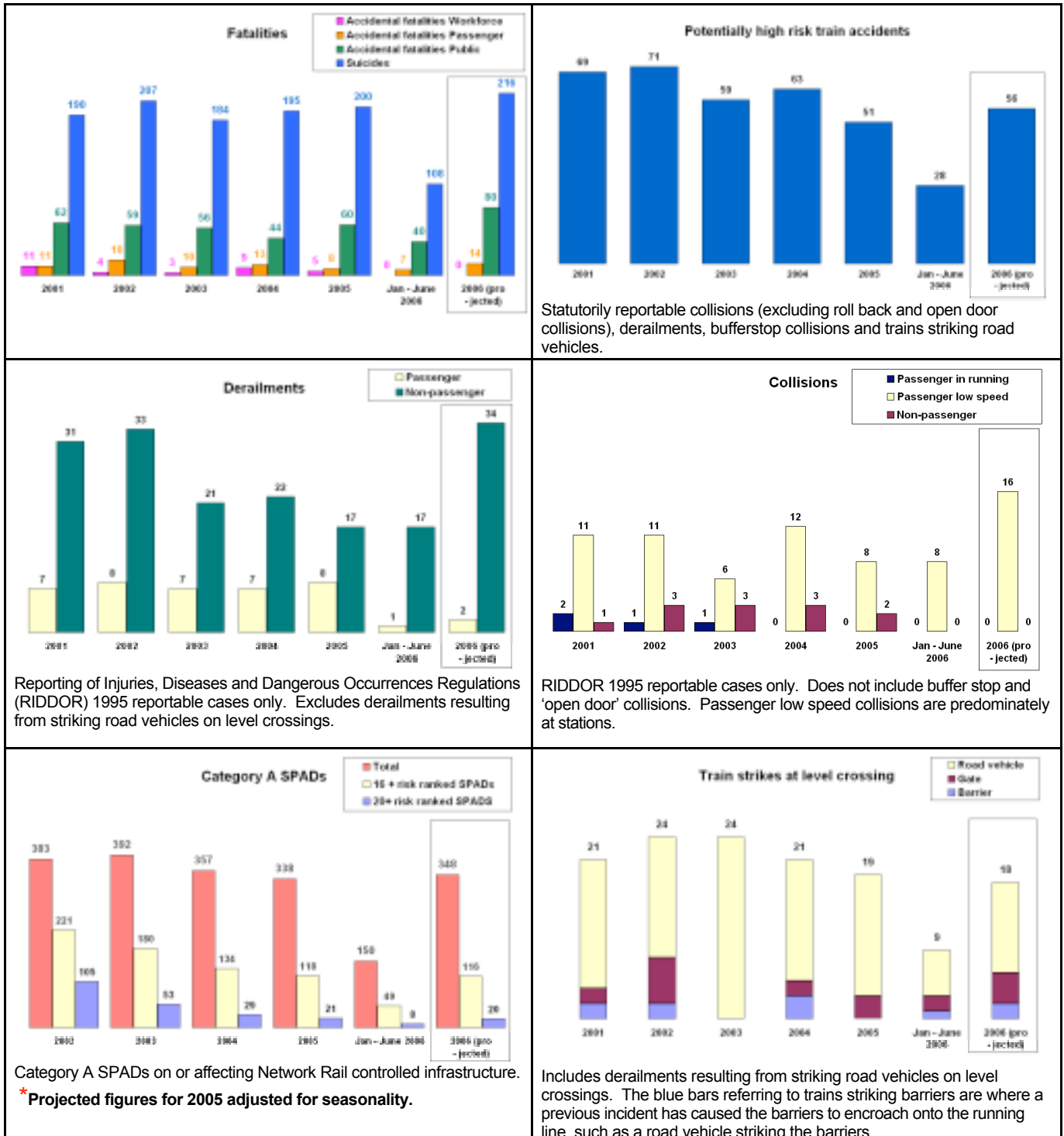
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However, passenger fatalities (not in train accidents), non-passenger train derailments and low speed collisions are showing potential increases.

The projected numbers of workforce fatalities and passenger train derailments are below 2005 levels.



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