

Summary of Safety Performance



Rail Safety & Standards Board

January 2006

Fatalities

There were no workforce fatalities.

There were three* public fatalities and one passenger fatality in January.

- On 8 January, a passenger was assaulted by a group of youths at Welwyn Garden City Station. He died from his injuries the following day. A number of suspects have been arrested (London North Eastern territory).
- On 14 January, a trespasser was struck and killed by a train near Kirk Sandall Station (London North Eastern territory).
- On 18 January, the body of a person who had been struck by a train on the previous evening was discovered near Goole (London North Eastern territory).
- On 24 January, a trespasser was struck and killed by a train near Harrow Road (London North Western territory).

There were 16* suspected suicides recorded during the month.

*These figures are subject to change as more information (eg coroners' verdicts) becomes available.

Reportable train accidents

There were ten potentially high risk accidents in January. This is well above the 2005 monthly average of 4.25.

On 10 January, a freight train derailed at Glen Douglas causing minor damage to the track (Scotland territory).

On 14 January, an engineering train left a possession without proper authority at Haymarket East Junction and passed a signal at danger (a category A SPAD). The train ran through a set of switch diamond points and derailed (Scotland territory).

On 15 January, a passenger train struck a road vehicle on Okeltor open level crossing. The train did not derail and there was only minor damage to the train and road vehicle. There were no reported injuries (Western territory).

On 18 January, an on-track machine derailed at Droitwich Spa as it passed over a set of points in a possession. One member of the workforce suffered a minor injury (London North Eastern territory).

On 18 January, a freight train derailed and then rerailed at York Station, causing considerable damage to track circuit cables and TPWS equipment (London North Eastern territory).

On 21 January, the last six wagons of a freight train derailed at Dalrymple Junction causing extensive damage to the track (Scotland territory).

Summary of Safety Performance



Rail Safety & Standards Board

On 26 January, a passenger train struck a road vehicle on Wilmington AHB level crossing. The train did not derail and there were no reported injuries to passengers. A suicide note was found with the driver of the road vehicle, who was killed in the collision (South Eastern territory).

On 27 January, a passenger train collided with the buffer stops at Sudbury, damaging the train's buffers, snowplough and gangway connection. Four passengers received minor injuries. An investigation is underway (London South East territory).

On 27 January, a passenger train collided at low speed with a stabled unit at Gospel Oak Station. There were no injuries as a result of the collision, and no damage to the units involved (London South East territory).

On 31 January, two vehicles in a freight train derailed and slid half way down an embankment at Cricklewood Curve Junction. Concern that the vehicles would slip further led to the evacuation of nearby flats. Two-to-three lengths of track were severely damaged in the incident (London North Eastern territory).

Precursors

Previously, SPAD information had been presented using the SPAD risk ranking tool (SRRT) classification and the severity rating one to eight classification system. The one to eight classification system has now been dropped in favour of using the SRRT as the sole method of SPAD reporting.

During January 2006, there were 21 category A SPADs (note that this figure is provisional until all cases have been agreed with the relevant parties). This is six (22%) fewer than in January 2005 and 7.7 fewer (27%) than the 3-year average of 28.7. Along with January 2002, it is the lowest January figure since records began in 1985.

Of the 21 category A SPADs in January, five were 16+ risk ranked events, one being ranked as potentially severe (20+).

During January 2006, there were 111 category B, nine category C and no category D SPADs, giving a total of 120. This is 26% lower than the total of 149 in January 2005.

There were 37 broken rails in January 2006.

Latest safety performance reports

The following safety performance reports are due to be published by RSSB during February:

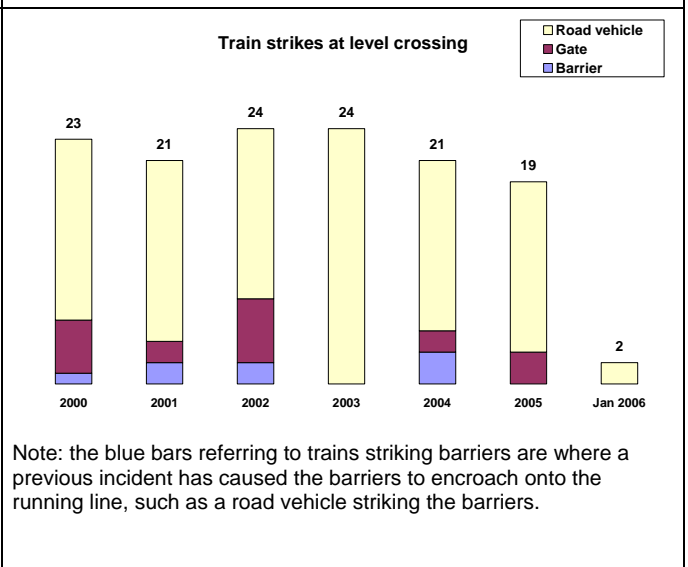
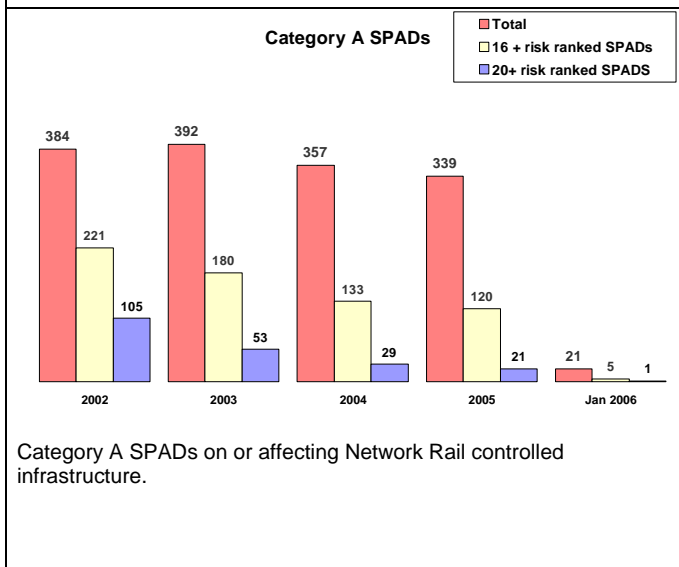
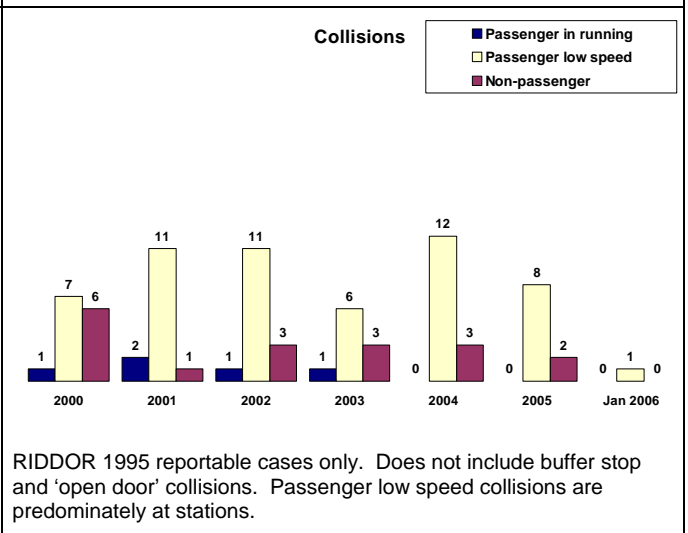
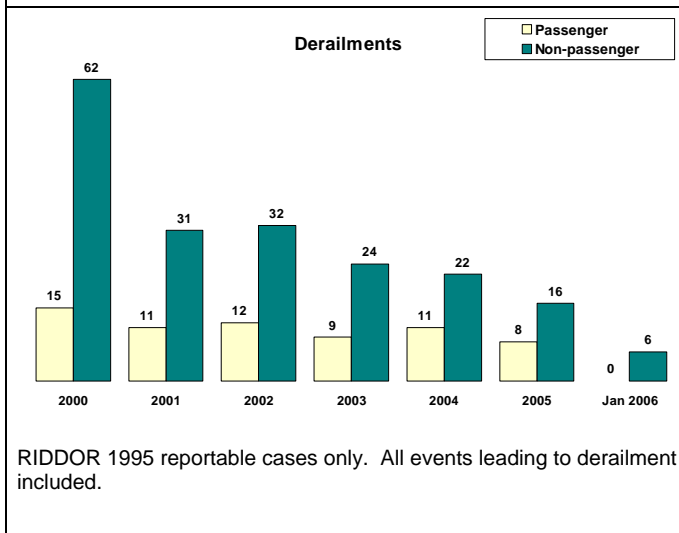
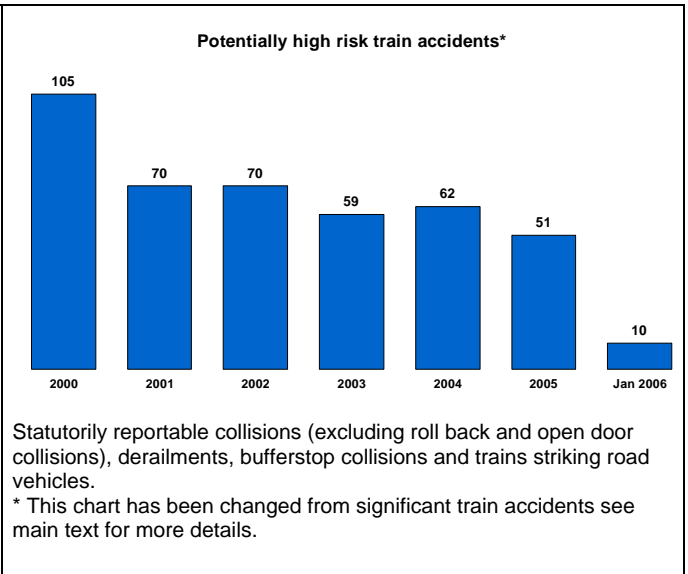
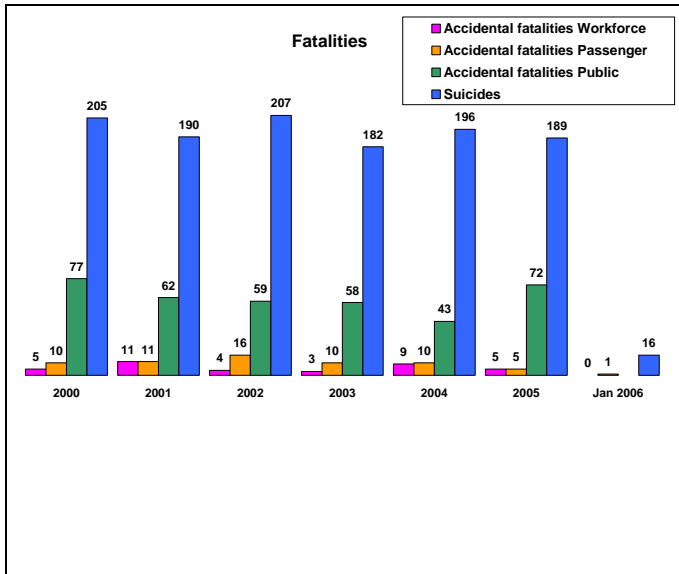
- Monthly SPAD report: January 2006 - available on www.rssb.co.uk and www.spadweb.com.
- TPWS brake demands report: January 2006 – available on www.spadweb.com.

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

Summary of Safety Performance



Rail Safety & Standards Board



Summary of Safety Performance



Rail Safety & Standards Board