

# Summary of Safety Performance



Rail Safety & Standards Board

## August 2008

### Fatalities

During August, there were no passenger or workforce fatalities.

There were five public accidental trespass fatalities, including a notable event which occurred on 3 August when a train struck a trespasser who was riding a bicycle in the four foot near Trafford Park station (London North Western).

There were also four suspected suicides. 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 13 August, a passenger train was struck by an open door of an empty coaching stock formation near Craigentenny (Scotland). There were no reported injuries to passengers. However, the train driver suffered shock from the incident.

On 21 August, a freight train derailed at Claydon near the Calvert North ground frame (London North Western). The rear wagon derailed by both bogies and remained upright. There were no reported injuries. Initial investigations suggest that the ground frame points moved under the train.

### Precursors

During August 2008, there were 26 category A signals passed at danger (SPADs). This is three more than recorded in August 2007. This brings the 2008 total (to the end of August) to 226, which compares with 191 up to the same point in 2007.

Of the 26 category A SPADs in August, four were risk ranked 16-19 and two were ranked as potentially severe (20+):

- On the 6 August, a passenger train passed a signal at danger by one coach length at Worcester Park (South East). When questioned, the driver said that he anticipated the signal clearing after noting a single yellow at the previous signal (risk ranked 20).
- On 7 August, a passenger train passed a signal at danger at Esher (South East). The train passed the signal by two coach lengths. The driver stated that he failed to check the signal aspect, having been distracted by being routed from the Down Fast to the Down Slow (risk ranked 22).

During August 2008, there were 129 category B, seven category C and no category D SPADs, giving a total of 136. There were 146 such SPADs in August 2007.

There were three broken rails in August. The yearly total is 79. This is 22% lower than the total up to the same period in 2007.

**Latest safety performance reports: available on [www.rssb.co.uk/safety/spr/spreports.asp](http://www.rssb.co.uk/safety/spr/spreports.asp) or <http://www.opsweb.co.uk/>**

The half-year safety performance report for 2008 was published in August and can be found on the RSSB website.

The half-year category A SPAD and train protection warning system (TPWS) report was published in September. The report details category A SPAD performance and TPWS activity for Jan to Jun 2008.

***There is a feedback form on the Rail Safety and Standards Board website; we would appreciate your comments on all our outputs.***

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

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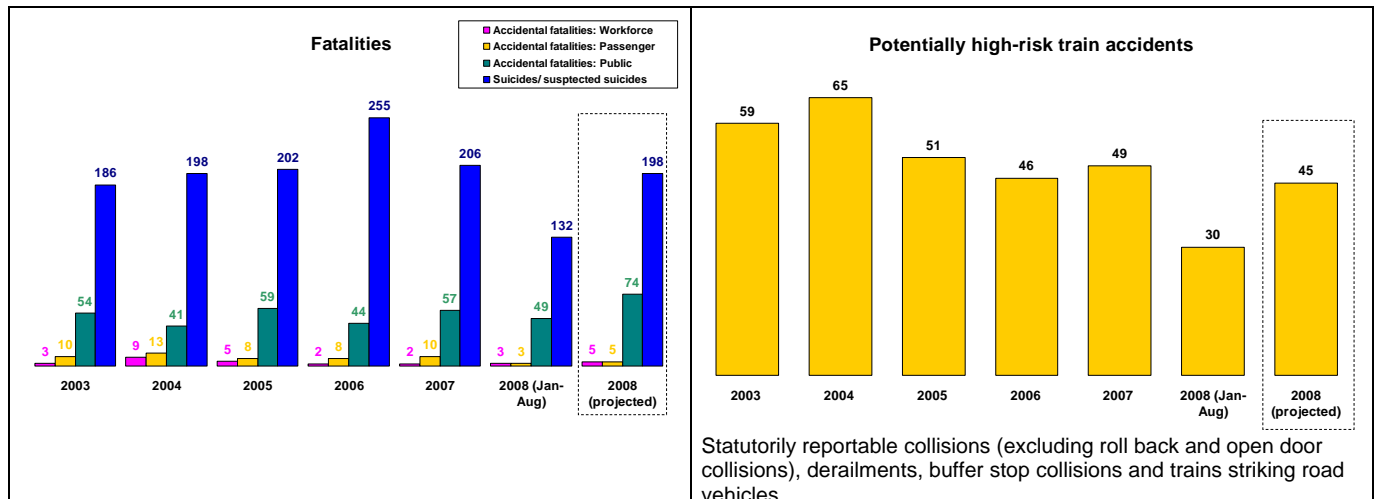
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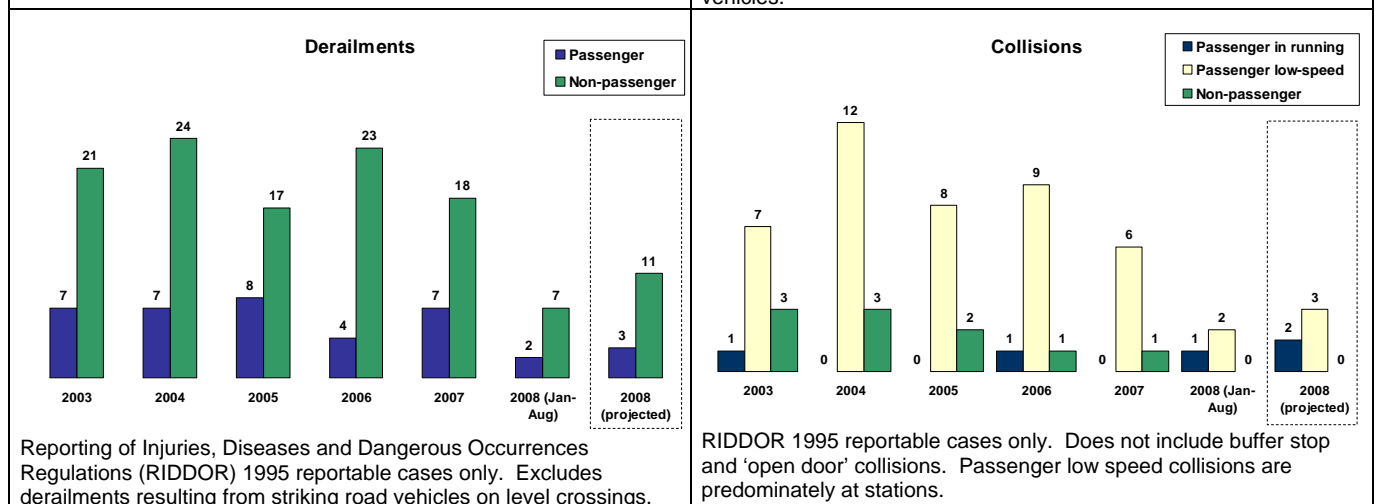
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With eight months of data available for 2008, we have projected figures to the end of the year. The projected number of PHRTAs (potentially higher-risk train accidents) are broadly similar to 2007 figures, while collisions and derailments are showing potential reductions.

However, accidental public fatalities and SPADs and are showing potential increases. The total number of train strikes at level crossings so far already exceeds the total for 2007.

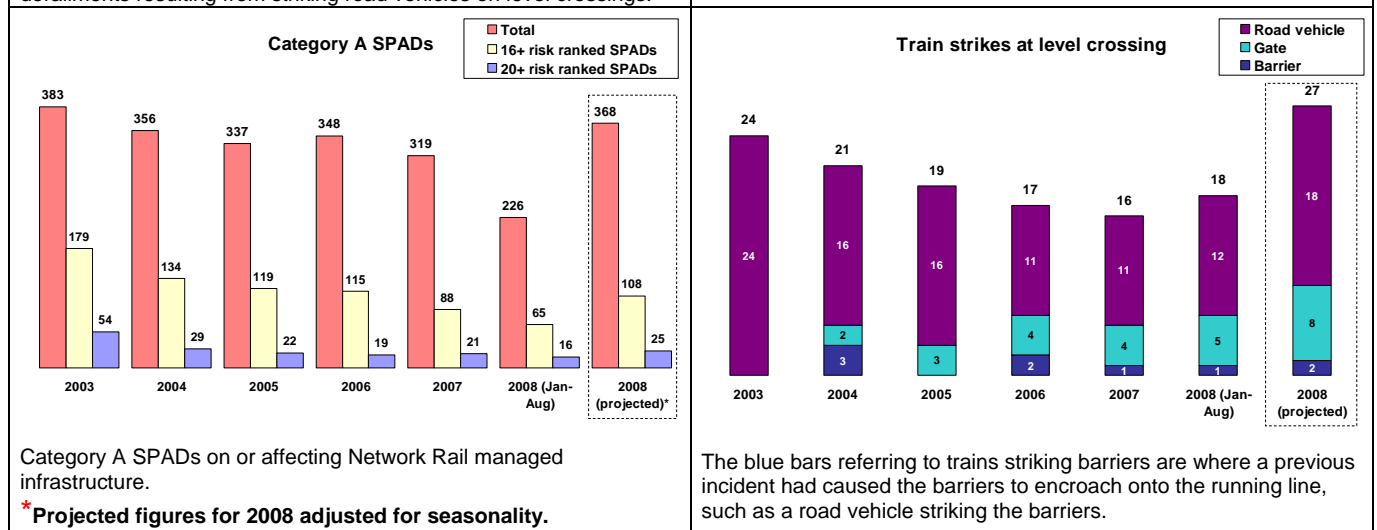


Statutorily reportable collisions (excluding roll back and open door collisions), derailments, buffer stop collisions and trains striking road vehicles.



Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 1995 reportable cases only. Excludes derailments resulting from striking road vehicles on level crossings.

RIDDOR 1995 reportable cases only. Does not include buffer stop and 'open door' collisions. Passenger low speed collisions are predominately at stations.



Category A SPADs on or affecting Network Rail managed infrastructure.

\* Projected figures for 2008 adjusted for seasonality.

The blue bars referring to trains striking barriers are where a previous incident had caused the barriers to encroach onto the running line, such as a road vehicle striking the barriers.

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