

Summary of Safety Performance



December 2009

Fatalities

During December, there was one workforce fatality and no passenger fatalities.

On 2 December, a track worker was struck at Whitehall junction in Wortley (London North East). The member of staff had been acting as a lookout at the time of the incident. This incident is being investigated by RAIB.

On 9 December, a quad bike carrying two persons was struck by an empty coaching stock (ECS) train near Rumney River Bridge (Western). The two persons, who had been fleeing the scene of a robbery, were fatality injured (see train accidents section below).

There were four public accidental trespass fatalities and 18 suspected suicides. These figures are subject to change as more information (e.g. coroners' verdicts) becomes available.

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

As noted above, on 9 December, a quad bike was struck by an ECS train in the vicinity of the Rumney River Bridge, between Cardiff Central and Newport (Western). The two persons, who had been fleeing the scene of a robbery on the quad bike (one of two quad bikes carrying two passengers each), were fatally injured. The train sustained damage with part of one of the quad bikes wedged under the leading vehicle. There was also damage to the track.

On 10 December, a passenger train struck a car at Tunstead Market Street AHB level crossing after the car had zig-zagged around the barrier. There was no derailment and no injuries on board the train. The car came to rest in a nearby field, with the driver suffering severe leg injuries. The crossing equipment was working correctly at the time of the incident.

On 19 December, a passenger train derailed over points at Thetford (South East). The train was being shunted across the junction and the icy weather conditions may have been a contributing factor in the derailment. There was no damage to the permanent way and no reported injuries.

Precursors

During December 2009, there were 21 category A signals passed at danger (SPADs). This is three fewer than in December 2008. (Note that this figure is provisional until all cases have been agreed with the relevant parties.)

Of the 21 category A SPADs in November, six were risk ranked potentially significant (16+), four of them were ranked as potentially severe (20+). See below for one SPAD that has been risk ranked at 24.

On 22 December, a freight train passed signal at danger at Carstairs without authority (Scotland). The signaller set the points to avoid a potential head-on collision with a train at the station. It is believed the brakes had failed due to compacted and snow and ice between the wheels and brakes. This incident is being investigated by RAIB.

During December 2009, there were 114 category B, 15 category C and one category D SPADs, giving a total of 130. There were 102 such SPADs in December 2008.

There were 34 broken rails in December 2009; there were 39 in December 2008.

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

The next ASPR to be issued will cover the 12-month period April 2009 to March 2010, and is due for publication at the end of June 2010. Recent annual reports have been on a calendar year basis, but RSSB has returned to financial year reporting for consistency with Control Period 4, its associated High Level Output Specification and the Railway Strategic Safety Plan for 2009-14.

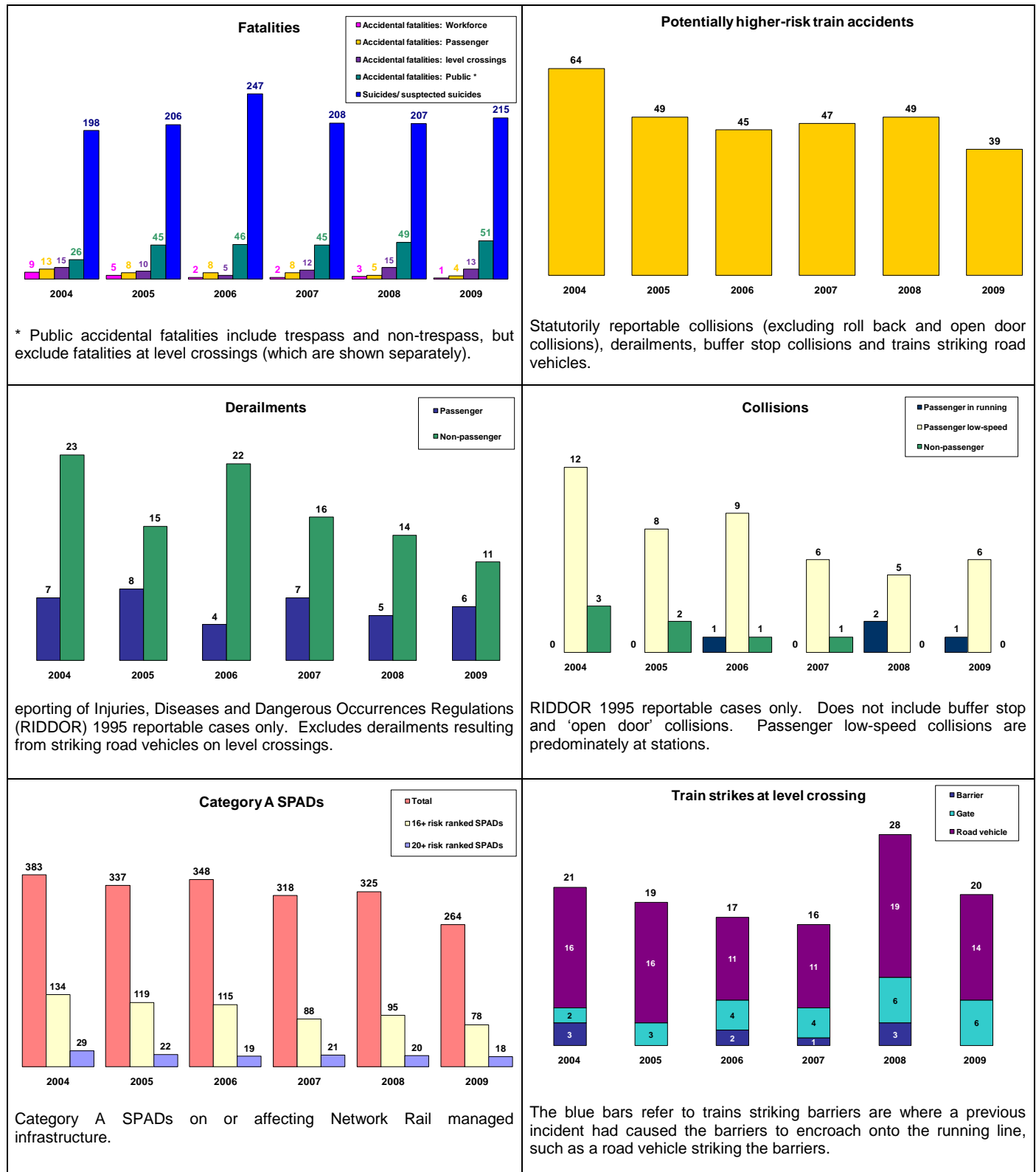
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With a full year of data now available for 2009, the combined number of suicides/suspected suicides and accidental fatalities increased slightly when compared to 2008. Train strikes at level crossings, SPADs, PHRTAs (potentially higher-risk train accidents), non-passenger train derailments and passenger train in running collisions all reduced in 2009 compared with 2008 figures. On the other hand, passenger low-speed train collisions and passenger derailments had a slight increase on the previous year.



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