

Summary of Safety Performance



November 2009

Fatalities

During November, there were no workforce fatalities; however, there were two accidental passenger fatalities.

On 11 November, a male passenger tripped and fell towards the platform edge at West Ealing before being struck by an approaching train (Western). He was walking close to the edge whilst talking on his mobile telephone, when he stumbled.

On 21 November, a female passenger was fatally injured after alighting from a train at Angmering (South East). The passenger ran alongside the moving train whilst banging on the window as it departed from the station. She lost her footing and fell between the train and platform.

There were six public accidental trespass fatalities and one pedestrian struck at a level crossing.

There were 25 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

On 12 November, a freight train derailed after striking a road vehicle which had illegitimately entered the railway through a fence at Derby Road (South East). There were no reported injuries.

On 20 November, two passenger trains collided at Liverpool Street (South East). The first rolled back approximately five feet and collided with the second. No damage was caused to either train.

On 23 November, a passenger train struck a tractor with a glancing blow at Goodens UWC, between Waterbeach and Chesterton Junction (South East). The crossing was working correctly at the time of the incident. The tractor driver had driven onto the crossing, but was unable to reverse off in time.

On 27 November, an empty coaching stock train passed a signal at danger at Darlington and was derailed by a derailer (London North East). The risk ranking of this category A SPAD was 21. There was minimal damage to the train and infrastructure. No one was injured.

On 28 November, a passenger train struck a 45 foot long landslip and derailed at Gillingham Tunnel (South East). The leading vehicle of the train was 250 yards inside the tunnel and was derailed on all wheels, leaning at an angle supported by the tunnel wall. There were no reported injuries. The Rail Accident Investigation Branch is investigating the incident.

Precursors

During November 2009, there were 25 category A signals passed at danger (SPADs). This is four fewer than in November 2008. (Note that this figure is provisional until all cases have been agreed with the relevant parties.)

Of the 25 category A SPADs in November, seven were risk ranked potentially significant (16+), three of which were ranked as potentially severe (20+).

During November 2009, there were 113 category B, 10 category C and no category D SPADs, giving a total of 123. There were 118 such SPADs in November 2008.

There were 11 broken rails in November 2009; there were 21 in November 2008.

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

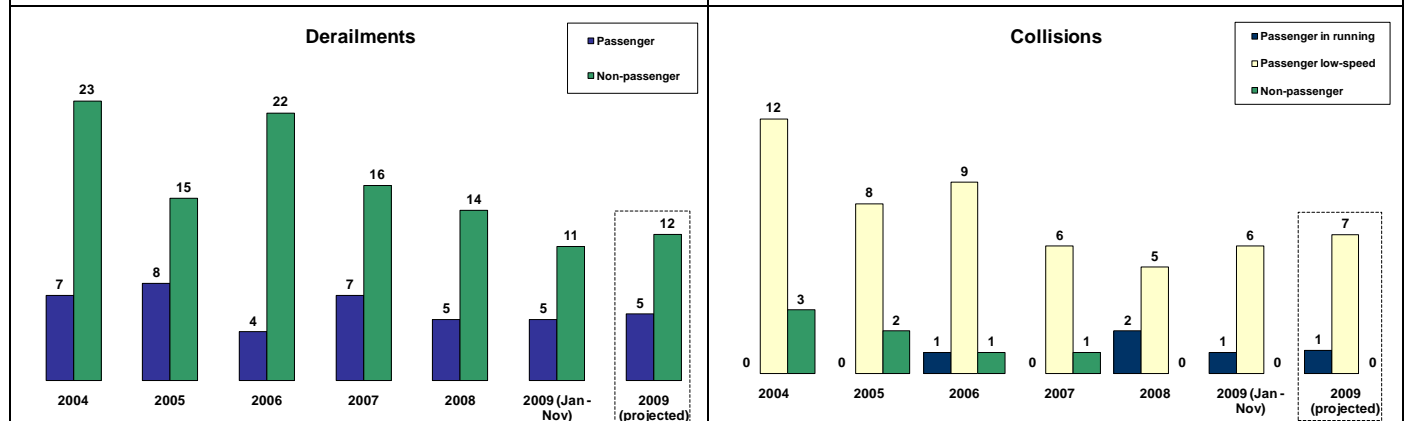
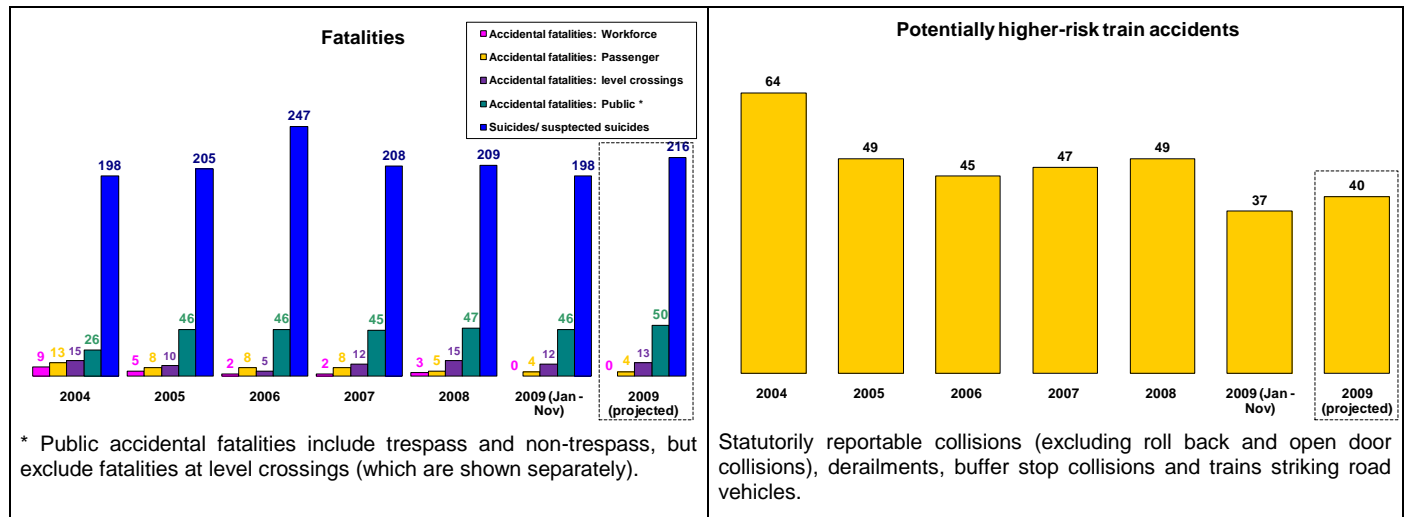
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RSSB can help with safety data queries; please do not hesitate to contact us.

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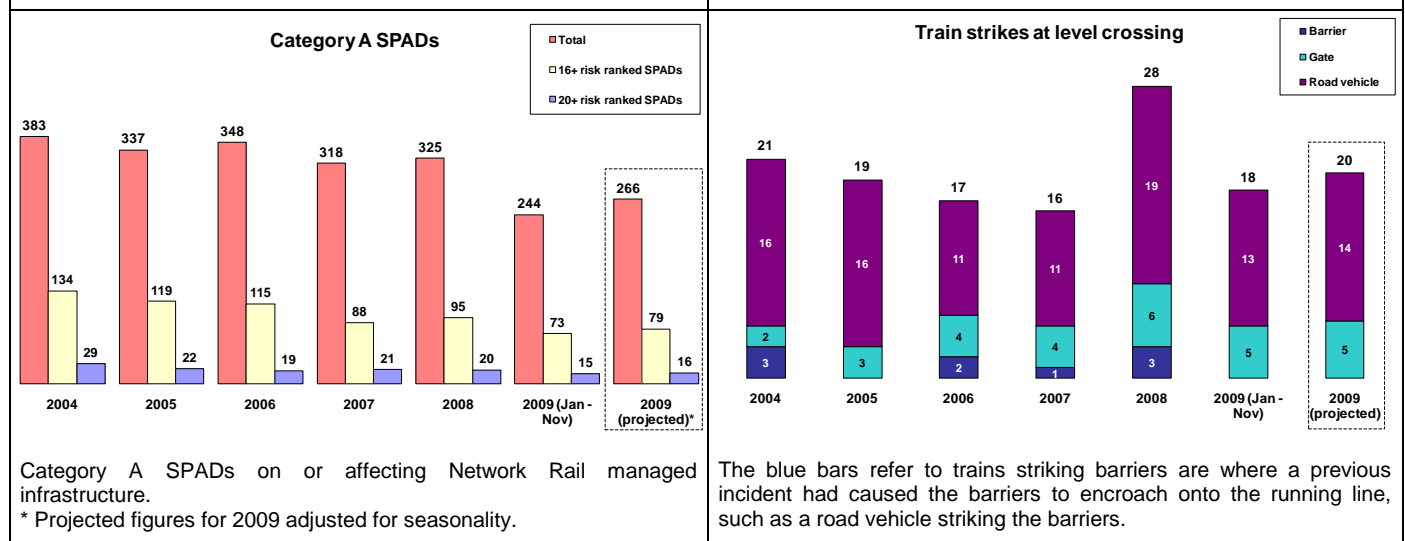


With 11 months of data now available for 2009, the combined number for suicides/suspected suicides and accidental fatalities is indicating a marginal increase. Train strikes at level crossings, SPADs, PHRTAs (potentially higher-risk train accidents), non-passenger train derailments and passenger train in running collisions are showing a possible reduction. On the other hand, passenger low-speed train collisions are suggesting a slight increase.



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 2009 adjusted for seasonality.

The 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.

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