

Summary of Safety Performance



Rail Safety & Standards Board

September 2008

Fatalities

During September, there were no passenger or workforce fatalities.

There were three public accidental trespass fatalities, all involved trespassing.

There were also 16 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 7 September, a tamper derailed at Wokingham (South East). The machine was derailed by the rear bogie only whilst travelling over points. The cause is believed to be a machine failure. There were no reported injuries. This incident is subject to a formal investigation.

On 10 September, a passenger train struck the rear of a lorry at Smiths Lower Cefn Farm user-worked (with telephone) level crossing (Western). The lorry driver failed to telephone the signaller in order to gain permission to cross. Fortunately, there were no reported injuries.

On 14 September, an empty coaching stock formation was involved in a Category A SPAD (signal passed at danger) which subsequently caused a derailment on the trap points at Alderley Edge London North Western (LNW). There were no reported injuries. This incident is subject to a formal investigation.

On 20 September, an on-track plant machine (Hydrex elevating platform with basket) derailed at Lichfield Trent Valley (LNW) whilst in a possession. The machine was coming around a bend when the leading left wheel derailed. The machine operator and linesperson (who was in the basket at the time) received minor injuries. The incident is subject to a formal investigation.

A similar non-reportable derailment occurred at Rugeley (LNW) within 30 minutes of the above incident occurring. It involved the same type of on-track plant.

On 25 September, a passenger train struck a barrier at Royal Oak automatic half barrier crossing (LNE). The barrier had been bent foul of the line by a road vehicle. There were no reported injuries.

On 28 September, a road-rail machine tipped over in a possession at Tees yard (London North East). The machine was lifting a crossing panel when it derailed. The control operator received a minor injury.

Precursors

During September 2008, there were 19 category A SPADs. This is the lowest number of recorded SPADs in any September (since the systematic collection of SPAD data began in 1985). This brings the 2008 total (to the end of September) to 245, which compares with 219 up to the same point in 2007.

Of the 19 category A SPADs in September, six were risk ranked potentially significant (16-19) and one was ranked as potentially severe (20+).

During September 2008, there were 108 category B, eight category C and no category D SPADs, giving a total of 116. There were 115 such SPADs in September 2007.

There were six broken rails in September. The yearly total is 85. This is 24% 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 or <http://www.opsweb.co.uk/>

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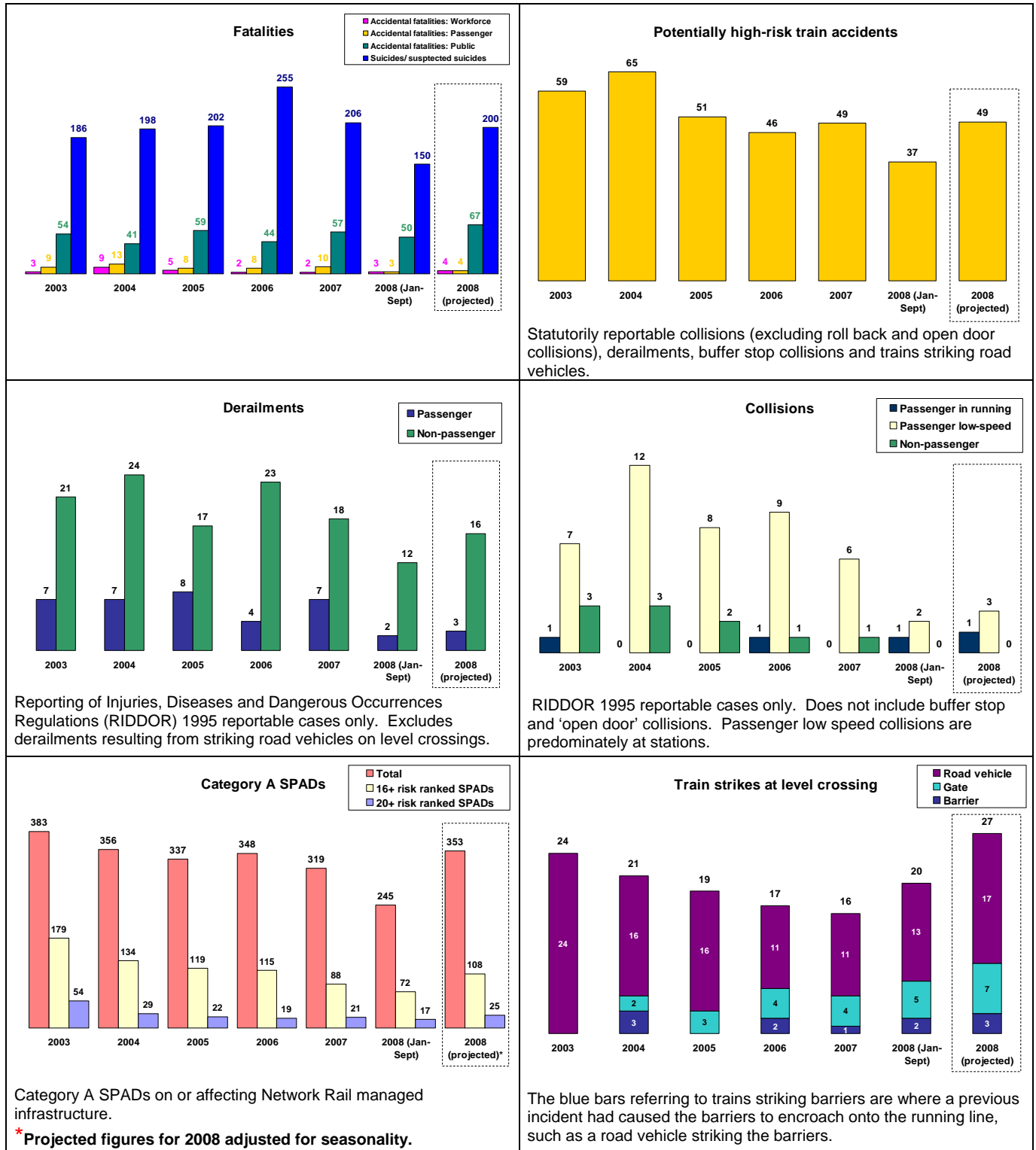
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With nine months of data available for 2008, we have projected figures to the end of the year. The projected number of PHRTAs (potentially higher-risk train accidents) are broadly similar to 2007 figures, while low-speed passenger train collisions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

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



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