

Summary of Safety Performance



Rail Safety & Standards Board

February 2009

Fatalities

During February, there were no accidental workforce fatalities and two passenger fatalities. There were seven public accidental fatalities, six of which involved trespassers.

On 7 February, an elderly male was struck and fatally injured on Moulinearn Red/Green miniature light level crossing (Scotland). The man was local and used the crossing regularly. The crossing was working correctly at the time of the incident.

On 18 February, a person collapsed on the platform and subsequently fell on the track in Whyteleaf (South East). He came into contact with a conductor rail and was fatally injured.

On 23 February, a partially sighted male alighted at London Bridge and was struck by a newly dispatched train (South East). He later died from his injuries.

There were also 13 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 2 February, a car struck the side of a light locomotive on Raven AOCL (Western). The crossing was working correctly at the time, although the car driver did not notice the warning lights/audible alarm. There were no reported injuries.

On 3 February, a passenger train struck a road vehicle at Knapton automatic half barrier level crossing (London North East). The road vehicle driver attempted to zigzag around the barriers. Fortunately, the train did not derail. The road vehicle driver and train driver both suffered from shock.

On 24 February, a locomotive derailed at Immingham East Junction (London North East). The derailment was caused by the points wrongly moving beneath the locomotive. There were no reported injuries.

Precursors

During February 2009, there were 16 category A signals passed at danger (SPADs). This is 17 fewer than in February 2008. (Note that this figure is provisional until all cases have been agreed with the relevant parties.)

Of the 16 category A SPADs in February, five were risk ranked potentially significant (16-19) and none were ranked as potentially severe (20+).

During February 2009, there were 98 category B, nine category C and no category D SPADs, giving a total of 107. There were 104 such SPADs in February 2008.

There were 21 broken rails in February 2009. There were 27 in February 2008.

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

The 2008 edition of the ASPR, and the key safety facts and figures booklet, will be published in April this year. If you are interested to know more, please email us at ASPR@rssb.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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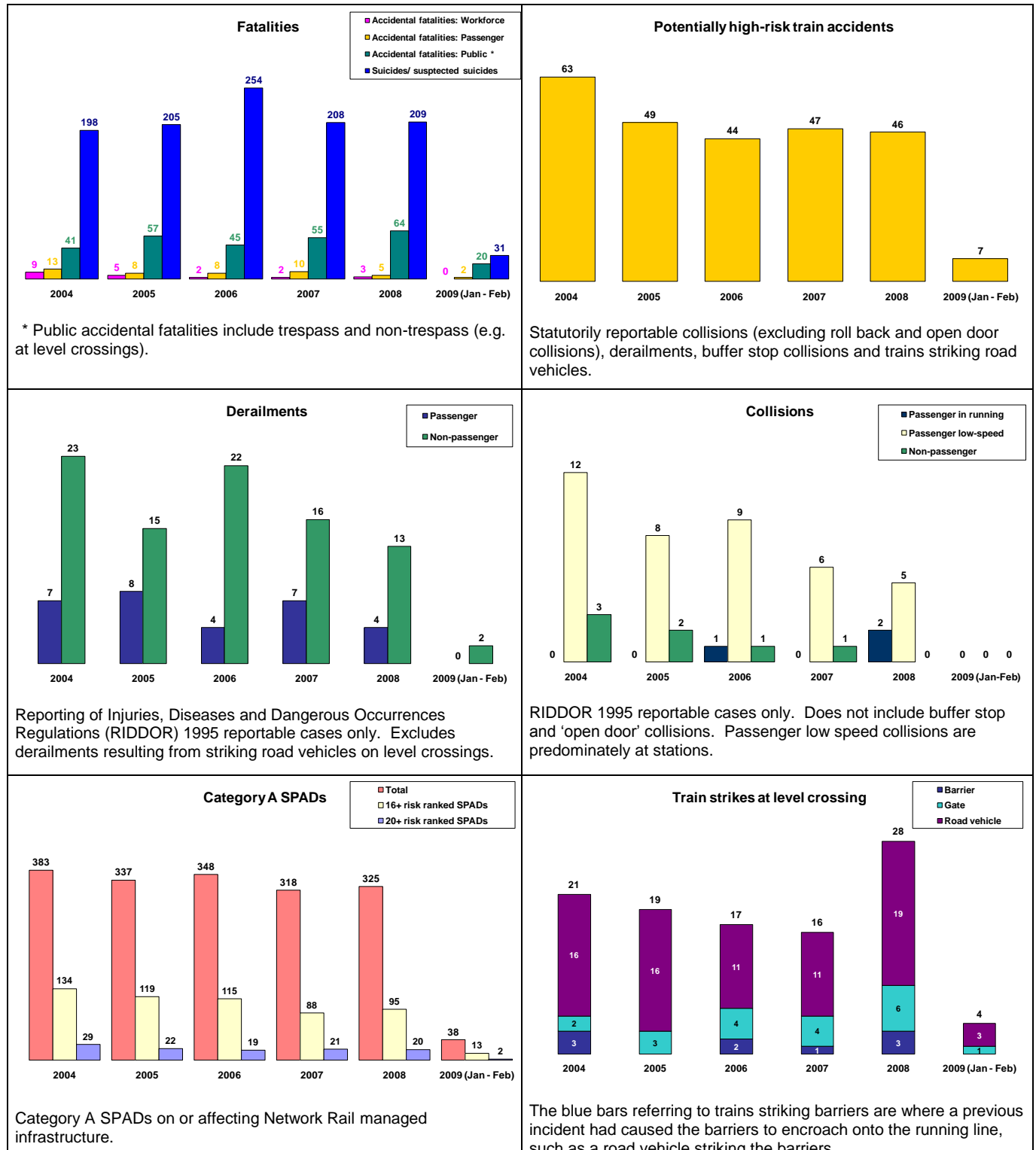
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A review of the definition of reportable derailments as part of the process for producing the 2008 Annual Safety Performance Report highlighted an inconsistency in the way the definition had been applied. Previously, derailments in possessions which led to any category of injury were included, whereas the statutory reporting requirement is only derailments in possessions that lead to a RIDDOR-reportable injury. This has led to the reduction in the number of derailments defined as reportable and hence a reduction in the number of potentially high-risk train accidents (PHRTAs) compared to previous safety performance reports.



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