

Summary of Safety Performance



July 2009

Fatalities

During July, there were no accidental workforce or passenger fatalities. There were six public accidental fatalities: five were adults; one was a child trespasser.

On 8 July, a person sustained an electric shock after coming into contact with a live conductor cable at Tilbury Town (South East). They later succumbed to their injuries. The electrocution occurred as the victim was part of a group engaged in stealing conductor cables. The other person involved suffered major injuries and was arrested by British Transport Police (BTP).

On 12 July, a 14-year-old boy jumped onto the line from the platform at Emsworth station (South East). As he tried to pick up a cigarette lighter, he came into contact with the conductor rail and was electrocuted. This is the first child trespasser death since 19 July 2006.

There were 12 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 7 July, a low-speed passenger train collision occurred at Faversham (South East), when the rear portion of two units which had been detached rolled back and reattached. There were no reported injuries or damage to the units as a result of this incident.

On 26 July, a locomotive was running round an empty HYA type vehicle on the Down Leeds Goods line towards Marshgate Junction at Doncaster (London North East). During the shunt, the vehicle ran away and passed the D299 signal at red. It subsequently derailed on trap points. This incident occurred as a result of the handbrake being left off.

On 26 July, an engineers' train working within a possession derailed over points on the Goods Reception line at Fairwater Yard, Taunton (Western). There were no reported injuries.

Other train accidents

On 17 July, a vehicle incursion took place at Deepcar (London North Eastern). A freight train driver reported striking an empty vehicle which had been left on the line. The train did not derail as a result of the collision, but significant damage occurred to the locomotive. There were no reported injuries.

Precursors

During July 2009, there were 31 category A signals passed at danger (SPADs). This is one more than in July 2008. (Note that this figure is provisional until all cases have been agreed with the relevant parties.)

Of the 31 category A SPADs in July, eight were risk ranked potentially significant (16+), one of which was ranked as potentially severe (20+).

During July 2009, there were 122 category B, 16 category C and one category D SPAD (see the Doncaster derailment above), giving a total of 139. There were 159 such SPADs in July 2008.

There were three broken rails in July 2009; there were also three in June 2008.

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.

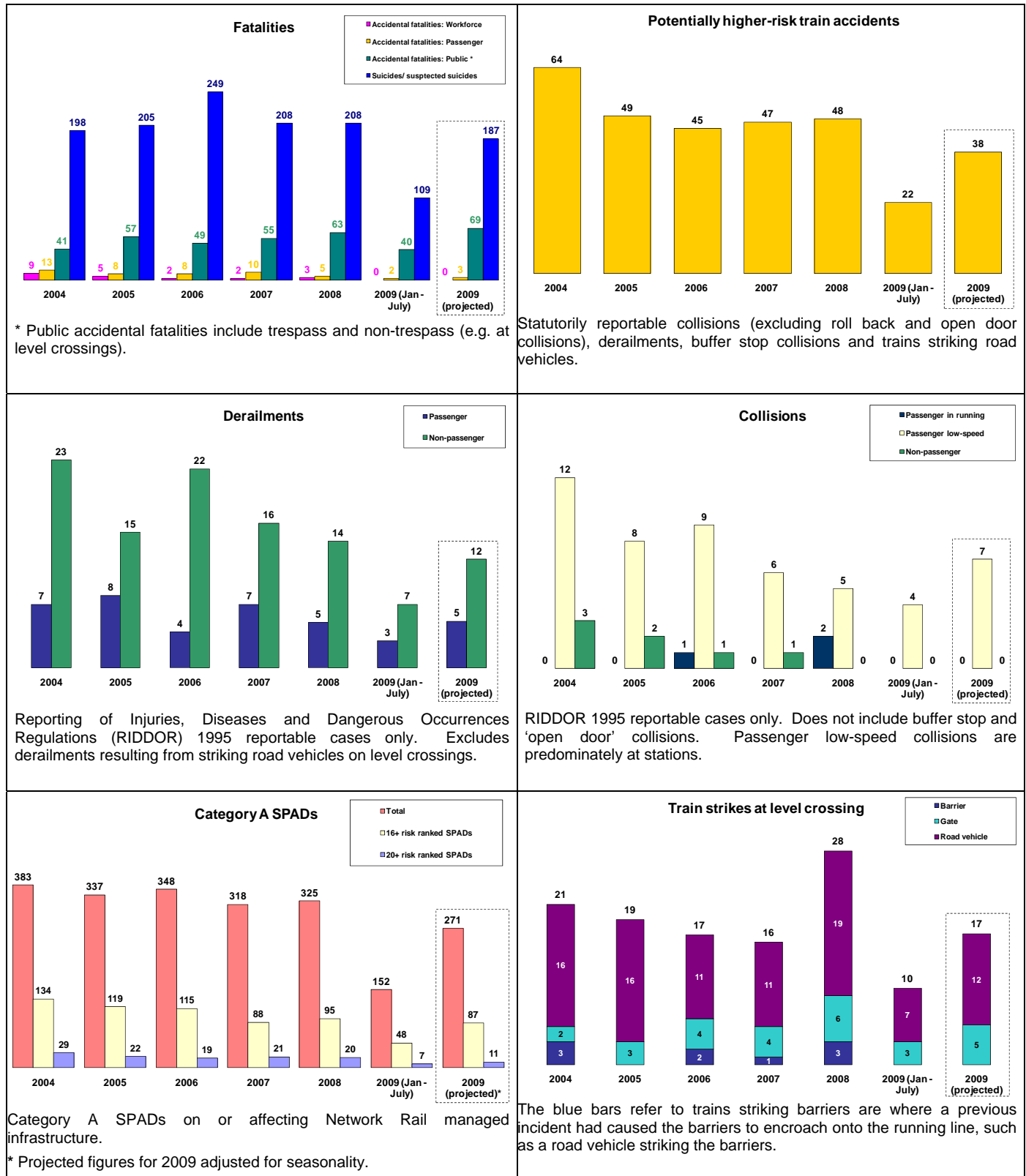
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With seven months of data now available for 2009, the figures to the end of the year have been predicted. The projected numbers for fatalities, PHRTAs (potentially higher-risk train accidents), derailments, train strikes at level crossings and SPADs are showing a potential decrease. Low speed collisions in stations are projected as having a slight increase.



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