

Summary of Safety Performance



Rail Safety & Standards Board

June 2008

Fatalities

During June there were no passenger fatalities. However, there were two workforce fatalities:

On 11 June, three men were injured when the metal 'basket' of a Unimog hoist fell away from its hydraulic arm whilst working on the overhead line at Margaretting (South East). Two suffered minor and major injuries, the other died in hospital of his injuries on 1 July. This incident subject to an investigation.

On 24 June, a member of the workforce was trapped and fatally injured by two machines in Brigg (London North East - LNE). The incident took place off the railway on a building site at Mill Lane (beneath a bridge). He was working as a banksman when he was crushed between a JCB and a dumper truck.

There were five public accidental fatalities, four of which involved trespassers.

On 13 June, a pedestrian was struck on Pencoed manually controlled barrier level crossing (Western). It is believed that there were two girls involved, one of whom managed to jump over the barrier before the train arrived at the crossing.

There were also 18 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 3 June, a passenger train struck a van at Haugh Gardens user-worked (with telephone) level crossing (UWC-T) (LNE). The telephones were working correctly at the time of the incident. The train did not derail, but the driver suffered shock as a result of the incident. There were no passenger injuries.

On 13 June, a passenger train struck a tractor on Loovre Barn UWC-T (SE). The signaller gave the tractor driver permission to cross when it was not safe. The Rail Accident Investigation Branch is investigating the incident. There were no passenger injuries, although the train driver received a minor injury.

On 12 June, a freight train derailed at Marks Tey (South East). The train was conveying 12 loaded and four empty vehicles. The 10th vehicle on the train was derailed by the trailing bogie; none of the other vehicles were affected. There were no reported injuries.

Precursors

During June 2008, there were 29 category A signals passed at danger (SPADs). This is six more than May and one more than in June 2007. This brings the 2008 total (to the end of June) to 173, which compares with 137 up to the same point in 2007.

Of the 29 category A SPADs in May, 13 were risk ranked 16+ and two were ranked as potentially severe; one at 20 and the other higher risk ranked at 24, details as follows:

On 13 June, a light loco had a SPAD in the sidings at Hazel Grove (by 200 yards). When questioned, the driver stated that a brake fault on the loco was the cause. The high ranking derives from the fact that the train could have struck another train on a cleared route joining or crossing the line ahead. A SPAD last occurred at this signal on 9 April 2008.

During June 2008, there were 135 category B, 12 category C and no category D SPADs, giving a total of 147. There were 183 such SPADs in June 2007.

For the first time (since records began) there were no broken rails in June. The yearly total remains at 73. This is 20% 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/>

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

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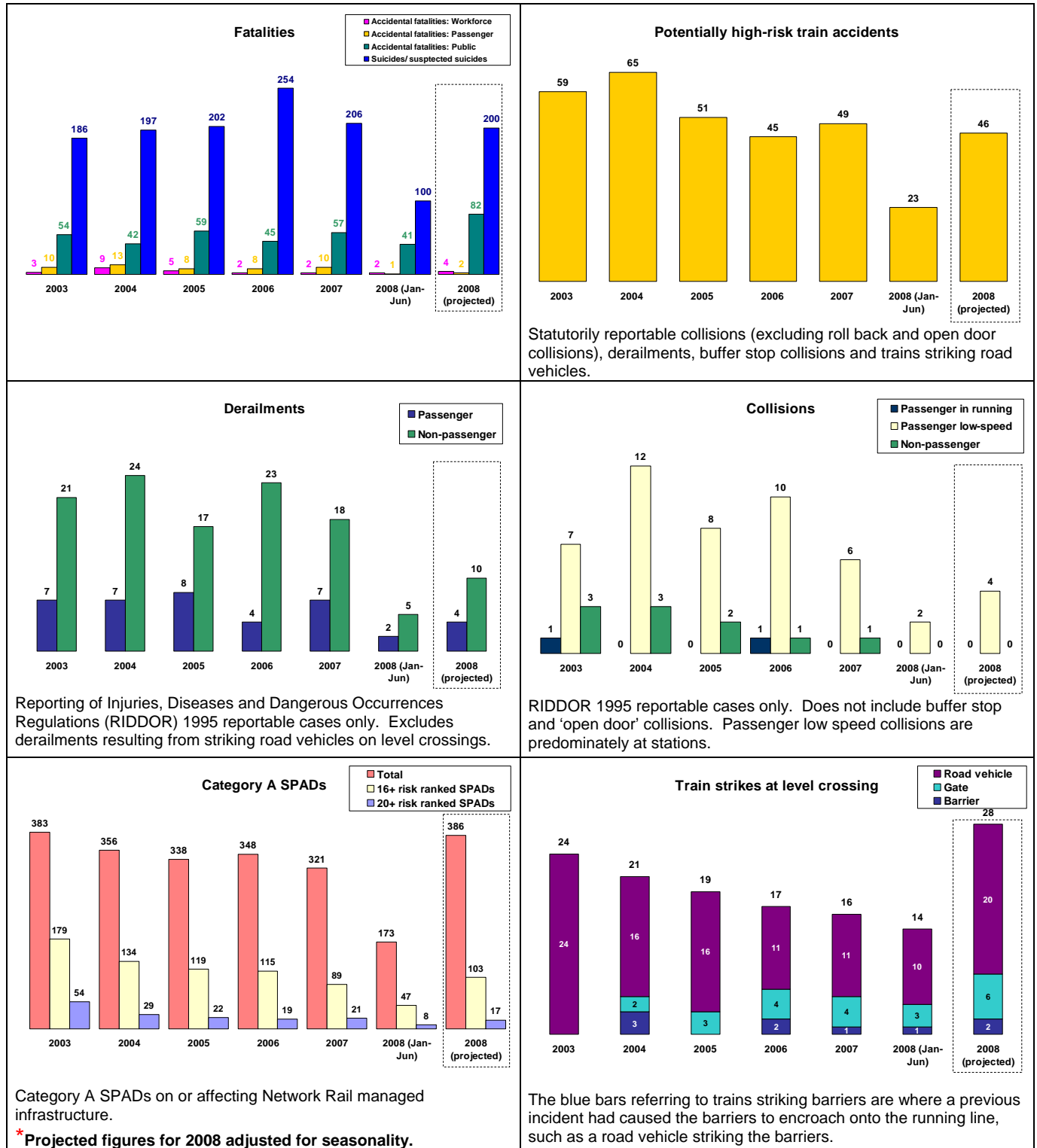


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There is a feedback form on the Rail Safety and Standards Board website; we would appreciate your comments on all our outputs.

With six months of data now available for 2008, we have projected figures to the end of the year. The number of suicides, PHRTAs (potentially higher-risk train accidents), collisions and derailments are broadly similar to 2007 figures.

However, accidental public fatalities, SPADs and train strikes at level crossings are showing potential increases.



Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 1995 reportable cases only. Excludes derailments resulting from striking road vehicles on level crossings.

Statorily reportable collisions (excluding roll back and open door collisions), derailments, buffer stop collisions and trains striking road vehicles.

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.

The blue bars referring to trains striking barriers are where a previous incident had caused the barriers to encroach onto the running line, such as a road vehicle striking the barriers.

* Projected figures for 2008 adjusted for seasonality.

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Produced by the Safety Intelligence Team
Phone 020 7904 7495 Internal 085 77495

Author: Siona Pitman
Email address: Siona.Pitman@rssb.co.uk