

Summary of Safety Performance



September 2009

Fatalities

During September, there were no accidental workforce or passenger fatalities. There were ten public accidental fatalities: five were adults and one was a child (as described below); four members of the public also died as a result of vehicles colliding with trains at level crossings (as described in the Reportable Train Accidents section).

On 7 September, a two-year-old boy was struck by a passenger train on Fox Covert footpath level crossing (LNE). The driver stated that the child had run onto the crossing as the train approached. The driver applied an emergency brake, but could not avoid the impact.

There were 18 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 2 September, a freight train struck a road vehicle on Penrhyndeudraeth user-worked crossing with telephone (Western). The driver of the car was fatally injured. The train remained upright; the crossing was working correctly at the time of the incident. The Rail Accident Investigation Branch (RAIB) is holding a full investigation.

On 4 September, a Southampton-Horsham passenger service struck a tractor at New Barn user-worked level crossing (South East). The tractor driver pulled onto the crossing without looking and noticed the incoming train at the last moment. He managed to reverse, but not enough to avoid the collision completely. The train driver suffered shock and a stiff neck. No passenger injuries were reported.

On 29 September, an Inverness-Wick passenger service struck a car at Halkirk automatic locally monitored level crossing (Scotland). All three vehicle occupants received fatal injuries. The RAIB is investigating the accident.

Other train accidents

On 22 September, the driver of Salisbury-Waterloo passenger service reported striking a car that had been driven off the A338 road-over-rail bridge at Broken Cross (South East). The driver was still in the vehicle when he saw the train approaching. He managed to escape before the collision. There were no reported passenger or traincrew injuries, although the train driver was shaken.

Precursors

During September 2009, there were 26 category A signals passed at danger (SPADs). This is seven more than in September 2008. (Note that this figure is provisional until all cases have been agreed with the relevant parties.)

Of the 26 category A SPADs in September, eight were risk ranked potentially significant (16+), three of which were ranked as potentially severe (20+).

During September 2009, there were 97 category B, 12 category C and one category D SPADs, giving a total of 110. There were 116 such SPADs in September 2008.

There were eight broken rails in September 2009; there were 14 in September 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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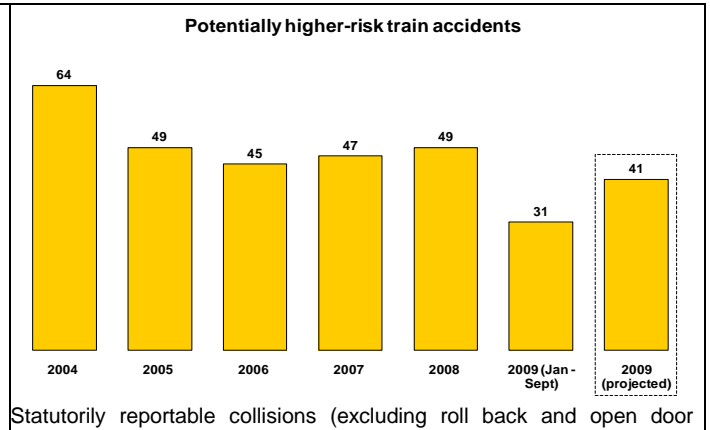
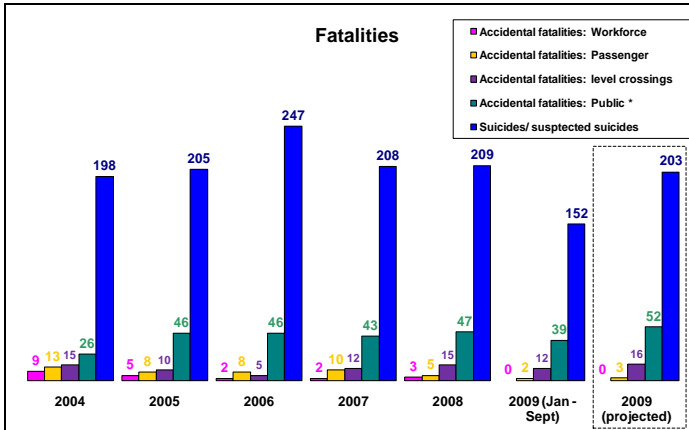
Produced by RSSB
Phone 020 3142 5486 Internal 5486

Author: Stanislava Chuda
Email address: Stanislava.Chuda@rssb.co.uk

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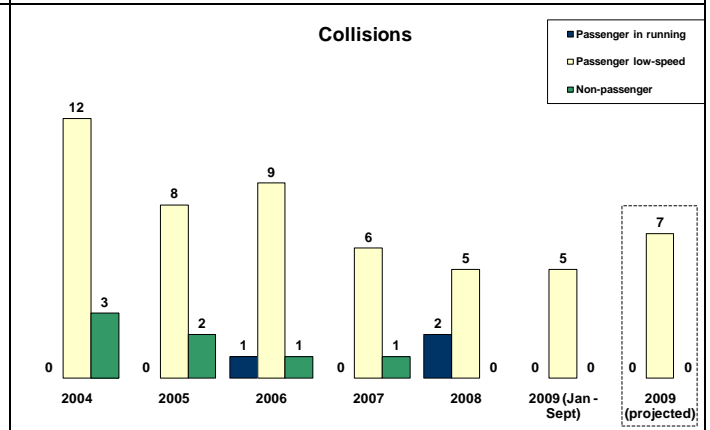
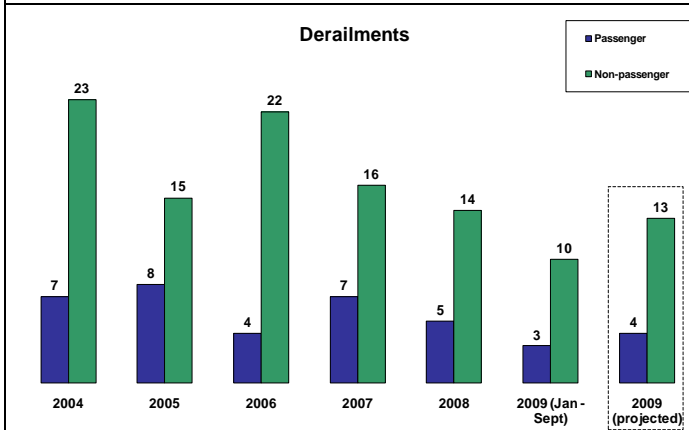


With nine months of data now available for 2009, the figures to the end of the year have been predicted. In comparison to 2008, the number of fatalities, PHRTAs (potentially higher-risk train accidents), derailments, category A SPADs and train strikes at level crossing are showing a possible decrease. Nevertheless, the number of level crossing fatalities and low-speed collisions at stations are indicating an increase for 2009.



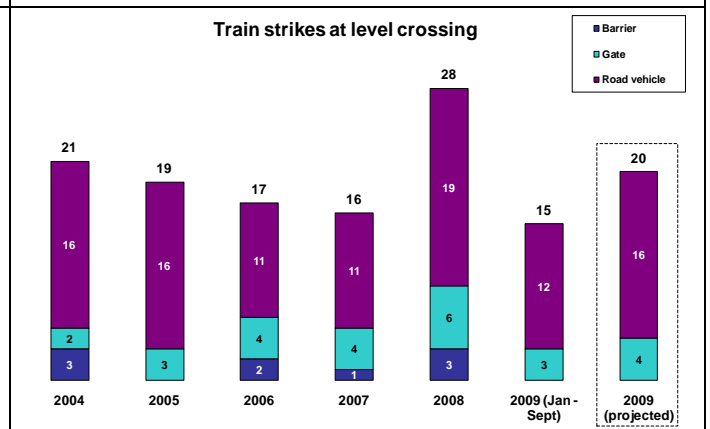
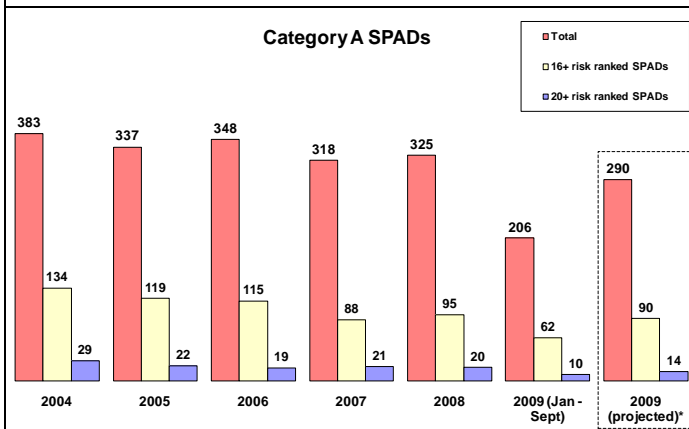
* Public accidental fatalities include trespass and non-trespass, but exclude fatalities at level crossing (which now form a separate category).

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



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.

The blue bars refer 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 2009 adjusted for seasonality.

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