



NO. 93-106
TRAIN 2676 PASSENGER SERVICE
COLLISION WITH PEDESTRIAN
NAENAE, NEAR LOWER HUTT
10 JUNE 1993

A B S T R A C T

As the train approached Naenae Station at about 60 km/h, a man was seen running across the tracks. He was fatally injured when struck by the train.

TRANSPORT ACCIDENT INVESTIGATION COMMISSION

RAIL ACCIDENT REPORT NO. 93-106

Train Number and Type:	2676 Passenger Service
Unit Numbers:	EM 1085/ET 3085
Location:	Wairarapa Line, 18.14 km, Naenae
Date and Time:	10 June 1993, 2105 hours *
Type of Occurrence:	Pedestrian struck by train
Persons on Board:	Crew: 2 Passengers: 7
Injuries:	Crew: Nil Passengers: Nil Other: 1 Fatal
Nature of Damage:	Nil
Information Sources:	Transport Accident Investigation Commission field investigation
Investigator in Charge:	Mr R Chippindale

* All times in this report are NZST (UTC + 12 hours)

1. NARRATIVE

1.1 As New Zealand Rail Limited's train 2676, a Wellington suburban electric multiple unit service travelling from Wellington to Upper Hutt, approached Naenae Station in Lower Hutt, a man was seen by the driver and the guard, who was sitting beside the driver, to run across the tracks towards the train.

1.2 There were two main lines and several shunting tracks at this location, and the train was using the "up main" line which was on the west side (i.e. left side in the direction of train travel).

1.3 The driver sounded the air horn and applied emergency brakes.

1.4 The train headlight was illuminated on full beam.

1.5 The man did not clear the up main line before being struck by the train. He was fatally injured.

1.6 Access to the railway had been gained through a hole below the fence on the eastern side. In general the fences at Naenae were 1.8 m high and structurally sound, but there were a number of holes in the wire which were obviously used for unauthorised access to and from the railway.

1.7 A partial inspection of fences between the railway and adjacent roads between Petone and Pomare, a

12 km length of the suburban track which included the Naenae station area, showed:

- (a) The fences at stations to be generally 1.8 m high, with 50 mm wire mesh secured between top and bottom rails. Although old, they were still reasonably sound. At a number of stations holes had been developed in the fences and unauthorised tracks to the platforms or across the railway had been established.
- (b) Between stations the standard fencing appeared to have been 0.9 m high "Hurricane" mesh secured to three horizontal wires. In some areas, notably between Petone and Ava, this has disappeared altogether. Elsewhere, this fencing was in poor condition.
- (c) Some of the unauthorised pathways were close to a subway or bridge.
- (d) Some of the unauthorised pathways appeared to fulfil a demand for access across the railway where the nearest legal alternative was some distance away.

2. FINDINGS

2.1 The train was being operated normally prior to the accident.

2.2 The driver reacted promptly when he saw the pedestrian.

2.3 There was nothing the driver could have done to prevent the accident.

2.4 The deceased had gained access to the railway through a gap below the fencing, and was not using an

authorised pathway.

2.5 The fences between the railway and adjacent roads were not subject to a routine maintenance programme.

2.6 The fences between Petone and Pomare were not in good repair.

2.7 The victim was trespassing.

3. SAFETY RECOMMENDATIONS

3.1 As a result of the inquiry into this accident it was recommended to New Zealand Rail Limited that:

They review their fencing policy with a view to establishing a sound fence for sufficient distance either side of island platforms to make the authorised access more attractive than bypassing a fence (035/93), and

They develop and follow a routine maintenance programme to ensure all existing fencing is kept in sound condition to optimise the safety potential of the structures (036/93).

3.2 New Zealand Rail Limited advised that it:

“* is not legally bound to provide fencing of the railway corridor

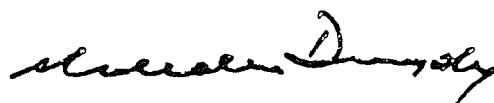
* has a policy which provides and main-

tains fencing between railway and roading under local authorities control and basis of equal sharing of costs

* *has been unsuccessful in getting favourable response from local bodies in the Hutt Valley to share the cost of fencing their areas*

* *has, of its own volition, repaired fences in an attempt to prevent trespass*

* *has concluded, after a long period, that it is futile to expect this deterrent to be effective.”*



9 August 1993

M F Dunphy
Chief Commissioner