

# 2013-14 Annual Statistical Release

## Safety Key Statistics

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**Safety key facts, passenger safety key facts,  
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train accident safety key facts**

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# Introduction

This release contains information on rail safety in Great Britain covering the period from 2001-02 with the latest data in this release referring to the year 2013-14 (1 April 2013 to 31 March 2014). The data covered within the release are:

- Safety key facts – the number of fatalities and injuries to the workforce, passengers and members of the public on mainline, London Underground and other non-mainline networks;
- Passenger safety key facts – the number of fatalities and injuries by incident type on mainline, London Underground and other non-mainline networks;
- Workforce safety key facts – the number of fatalities and injuries by worker type on mainline, London Underground and other non-mainline networks;
- Public safety key facts – the number of public fatalities and injuries by person category type on mainline, London Underground and other non-mainline networks; and
- Train accident safety key facts – the number of passenger, the workforce and public fatalities (excluding trespass) in train accidents and the number of train accidents by severity on mainline, London Underground and other non-mainline networks;

The ORR health and safety vision is for zero workforce and industry-caused passenger fatalities, and an ever decreasing overall safety risk. Safety key statistics for passengers, the workforce, the public and train accidents help the ORR monitor the extent of the rail industry achieving this vision.

Data contained within this release are sourced from:

- Rail Safety and Standards Board (RSSB) for health and safety incidents on the mainline network;
- London Underground Limited (LUL) for health and safety incidents on the London Underground network; and
- Office of Rail Regulation (ORR) for health and safety incidents on other non-mainline networks such as tram systems, metros and heritage railways;

Data are supplied annually approximately 3 months after the end of the financial year.

For more detail on the safety classifications and descriptions used in this release, data collection and the methodology used to calculate the data within this release, please see the accompanying quality report which can be found at: [Quality Report](#).

All the data contained and referred to within this release can be accessed via the [ORR Data Portal](#).

This is a national statistic. For more details please contact the Statistics Head of Profession Fazilat Dar at [Fazilat.Dar@orr.gsi.gov.uk](mailto:Fazilat.Dar@orr.gsi.gov.uk) or on 020 7282 3705 or contact [rstats@orr.gsi.gov.uk](mailto:rstats@orr.gsi.gov.uk).

The ORR also publish an annual Health and Safety Report which contains a range of statistics and greater commentary on health and safety within the rail industry in Great Britain which can be accessed via the [ORR website](#).

RSSB publishes their Annual Safety Performance Report on the [RSSB website](#) which contains the mainline data published within this statistical release.

Transport for London publishes their [Health, Safety and Environment Report](#) annually which includes health and safety data on the London Underground network.

# Summary of key results

- During 2013-14 there were 345 fatalities on the mainline network, London Underground and other non-mainline networks (such as tramways and heritage railways); this was an increase of 19 fatalities compared with 2012-13. Of the 345 fatalities, 304 were suicides, 34 more than the previous year and the most in a single year since the time series began in 2002-03.
- There were 315 fatalities on the mainline of which 308 were public fatalities, four were passenger fatalities and three were workforce fatalities. The total number of mainline fatalities was 21 more than in 2012-13.
- There were 27 recorded fatalities on the London Underground network during 2013-14, three fewer than in 2012-13. The number of fatalities on other non-mainline networks, such as tram systems and heritage railways, increased from two in 2012-13 to three in 2013-14.
- The number of passenger injuries on the mainline, London Underground and other non-mainline networks increased by 0.9% in 2013-14 compared with the previous year. Slips, trips and falls, which are often a result of congestion or bad weather, accounted for the highest proportion of injuries on both the mainline network and London Underground in 2013-14. This category has accounted for the highest proportion of passenger injuries in every year of the time series.
- Between 2012-13 and 2013-14 the number of workforce casualties increased on the mainline network (3.5%), the London Underground network (8.3%) and other non-mainline networks (16.9%).
- Mainline train incidents decreased from 694 in 2012-13 to 627 in 2013-14, a decrease of 9.7%, while train incidents on other non-mainline networks decreased from 30 in 2012-13 to 24 in 2013-14, a decrease of 20%. For London Underground networks, however, the number of incidents increased from 18 to 20 during the same period, a rise of 11%.

# 1. Safety key facts

## About Safety Key Facts

Safety key facts, measured by the number of persons affected, presents the passenger, public and workforce harm on the mainline, London Underground and non-mainline networks. It also presents fatalities and weighted injuries (FWI) by passenger, public and workforce harm for the mainline network.

A passenger is a person on railway infrastructure who intends to travel, is in the process of travelling, or has travelled. This does not include travellers who trespass or who commit, or attempt to commit suicide. People who are injured in this way are classified as members of the public. A person is considered a member of the public if they are neither a passenger nor a member of the workforce. A person is classified as a member of the workforce if he or she is working for the industry on railway activities, either as a direct employee or under contract. Fatalities, injuries and shock and trauma are combined into a single figure called fatalities and weight injuries (FWI).

### *Incident and injury types*

**Fatality** – Death occurs within one year of the incident.

**RIDDOR reportable Major injury** – Injuries to passengers, staff or members of the public as defined in Schedule 1 of RIDDOR 2013. This includes most fractures, amputations, loss of sight in one or both eyes, crush injuries to the head or torso causing damage to the brain or internal organs, any burn injury covering more than 10% of the body's total surface area or damage to the eyes, respiratory system or other vital organs, any degree of scalping requiring hospital treatment, loss of consciousness caused by a head injury or asphyxia and any other injury arising from working in an enclosed space which leads to hypothermia or heat-induced illness or admittance to hospital for more than 24 hours.

**RIDDOR reportable minor injury** – Physical injury to a passenger, staff or member of the public that is neither a fatality nor a major injury. Minor injuries to the workforce are RIDDOR reportable if the injured person is incapacitated for work for more than seven consecutive days. Minor injuries to passengers and the public are RIDDOR reportable if the injured person was taken from the accident site to hospital. Before 6<sup>th</sup> April 2012 RIDDOR reportable minor injuries were reportable if the injured person was incapacitated for work for more than three consecutive days, after which it changed to seven consecutive days.

**Non-RIDDOR reportable minor injury** – All other physical injuries which are not within the scope of RIDDOR 2013. This category is recorded by London Underground only when such injuries are reported to staff, but do not meet the criteria to be reported through RIDDOR. RSSB also provide ORR with details of non-RIDDOR reportable minor injuries.

**Class 1 shock/trauma** – Shock or trauma from being involved in or witnessing events that have serious potential of a fatal outcome eg train accidents such as collisions and derailments, or personal accidents involving being stuck by a train.

**Class 2 shock/trauma** – Shock or trauma resulting from other causes, such as verbal abuse and near misses, or personal accidents of a typically non-fatal outcome.

Fatalities, injuries and shock and trauma are combined into a single figure called fatalities and weighted injuries (FWI). The following weightings apply:

1 fatality is the equivalent to:

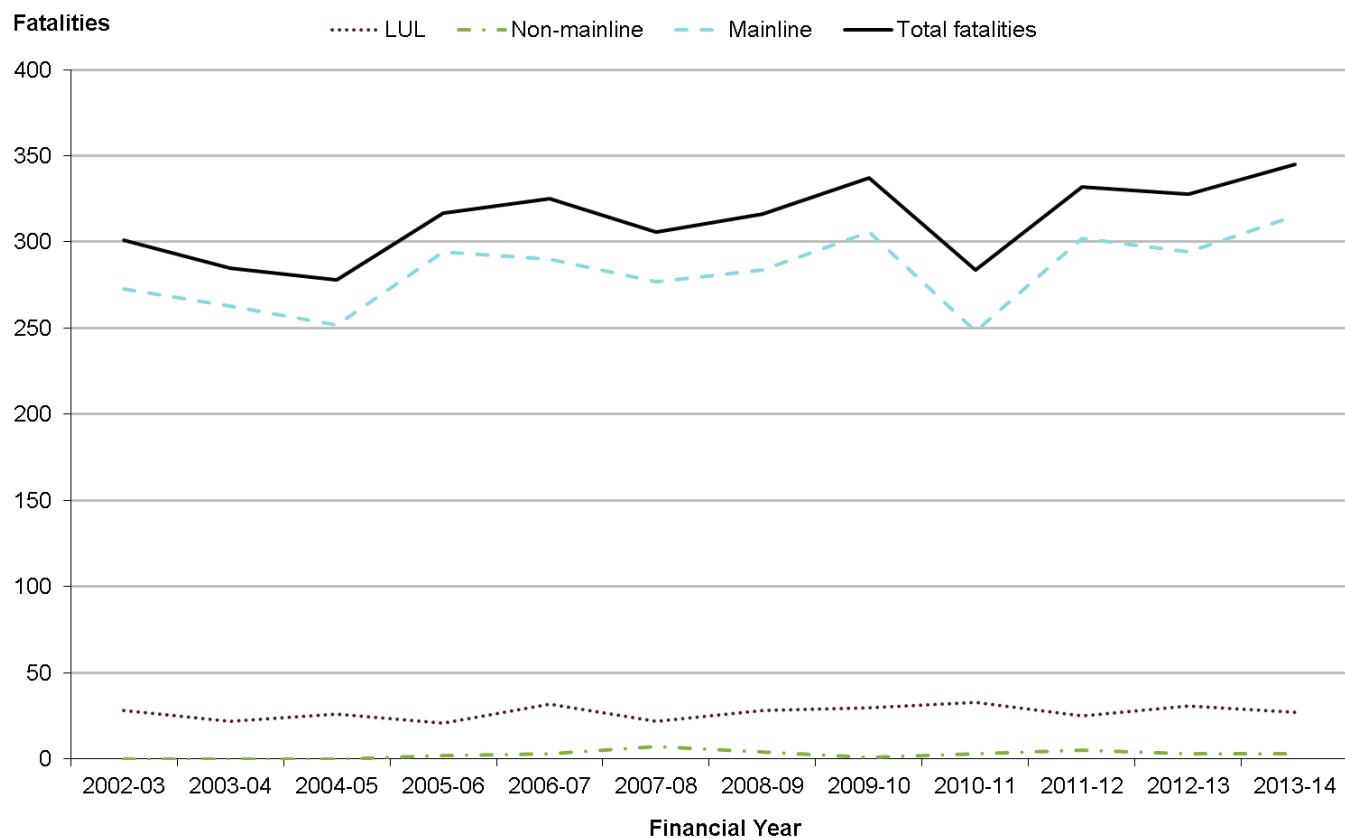
- 10 major injuries;
- 200 RIDDOR reportable minor injuries;
- 1,000 non-RIDDOR reportable injuries;
- 200 class 1 shock/trauma
- 1,000 class 2 shock trauma

For further detail on the injury descriptions, the categories of person types referred to and how the different categories of injury are weighted within the FWI measure please see the [Quality Report](#).

## 1.1 2013-14 Annual Results

### Fatalities by railway type – chart

Great Britain data 2002-03 to 2013-14



Please visit the ORR data portal for the full [Safety key facts data table](#).

#### Mainline Network

- During 2013-14 there were 315 mainline fatalities, of which 308 were public fatalities, four were passenger fatalities and three were workforce fatalities. The workforce fatalities relate to two track workers being struck by trains in separate incidents while the other was a catering steward who suffered a cardiac arrest on board a train.
- Of the 315 mainline fatalities, 279 were mainline suicides in 2013-14, 33 more than the previous year and the most in a single year since the time series began in 2002-03. This is a 13% increase compared with 2012-13. The most recent statistics for the total number of suicides in the whole of the UK decreased by 1.1% between the calendar years of 2011 and 2012<sup>1</sup>. Although the figures cover a slightly different period, suicides on the railways decreased by three (1.2%) between 2011-12 and 2012-13.

<sup>1</sup> Office of National Statistics Statistical Bulletin – [Suicides in the United Kingdom, 2012 Registrations](#)

- In January 2010 Network Rail and the Samaritans launched a partnership with the aim of reducing the number of suicides on the railways by 20% over a five year period.<sup>2</sup> In 2014 Network Rail and the Samaritans announced a five year extension to the programme stating that “railway staff have approached and potentially saved the lives of more than 200 vulnerable people at railway locations.”<sup>3</sup>
- The number of mainline injuries and shock and trauma incidents in 2013-14 were consistent with the number recorded in 2012-13. Major injuries decreased slightly from 502 in 2012-13 to 494 in 2013-14, while class 1 minor injuries decreased from 2,086 in 2012-13 to 2,031 in 2013-14. Class 1 shock/trauma incidents, however, increased from 331 in 2012-13 to 362 in 2013-14. This is likely to be a reflection of the increase in suicides.
- Excluding suicides, overall harm on the mainline network, decreased from an FWI of 117 in 2012-13 to 102 in 2013-14. This is the lowest the FWI has been since the series began in 2009-10. The FWI for members of the public decreased from 47 to 34 between 2012-13 and 2013-14, while FWI for passengers decreased from 47 to 43. Workforce FWI, however, increased from 23 to 25 during the same time.

#### *London Underground*

- The number of fatalities on the London Underground network during 2013-14 was 27, three fewer than in 2012-13.
- The number of major injuries suffered on the London Underground network decreased from 197 in 2012-13 to 139 in 2013-14, a decrease of 29%. This is lowest figure recorded for major injuries since 2002-03 (134).
- RIDDOR<sup>4</sup> reportable minor injuries decreased by 33% from 1,635 in 2012-13 to 1,098 in 2013-14. This reflects a change in the reporting of passenger injuries. Non-RIDDOR reportable minor injuries<sup>5</sup>, however, increased by 26% from 3,138 in 2012-13 to 3,966 in 2013-14. Previously, where a passenger was taken directly to hospital, the incident would automatically be deemed RIDDOR reportable. Now, however, only where the workplace is considered to be a contributory factor is the incident is considered RIDDOR reportable<sup>6</sup>. For example, if a person was injured while simply

<sup>2</sup> Network Rail and Samaritans – [Reducing Railway Deaths](#)

<sup>3</sup> Network Rail and Samaritans – [Extension of Partnership](#)

<sup>4</sup> ORR Guidance on RIDDOR 2013 <http://www.rail-reg.gov.uk/server/show/nav.1845>

<sup>5</sup> Non-RIDDOR reportable minor injury: All other physical injuries which are not within the scope of RIDDOR 2013. This category is recorded by London Underground only when such injuries are reported to staff, but do not meet the criteria to be reported through RIDDOR.

<sup>6</sup> London Underground provides ORR with details of such incidents even though they are non-RIDDOR reportable.

running down a staircase in good repair and dry condition, then the incident would not be considered RIDDOR reportable. Incidents where evidence suggests that the duty holder may be responsible, such as where a passenger has tripped over a piece of equipment for instance, are still considered RIDDOR reportable.

#### *Other Non-mainline Networks*

- The number of fatalities on other non-mainline networks increased from 2 in 2012-13 to 3 in 2013-14. Of the three fatalities in 2013-14, two were public fatalities and one was a passenger fatality.
- The number of major injuries/conditions rose by 43% from 40 in 2012-13 to 57 in 2013-14. Other injuries, however, decreased by 10% from 379 in 2012-13 to 340 in 2013-14. During 2013-14, ORR's "inspections identified improvements above what we found in recent years in the quality of heritage railway operators' safety management systems (SMS)... [ORR] served two improvement notices and one prohibition notice on operators to bring aspects of their SMS up to an appropriate standard"<sup>7</sup>.

Full safety data can be found at: [ORR Data Portal](#)

A list of pre-created safety tables available on the ORR data portal is presented in Annex A.

**Revisions:** There have been no revisions to the previously published dataset.

Further details on historic revisions to the dataset can be found at: [Revisions Log](#)

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<sup>7</sup> Office of Rail Regulation: [Health and Safety annual report 2013-14](#)

## 2. Passenger safety key facts

### About Passenger Safety Key Facts

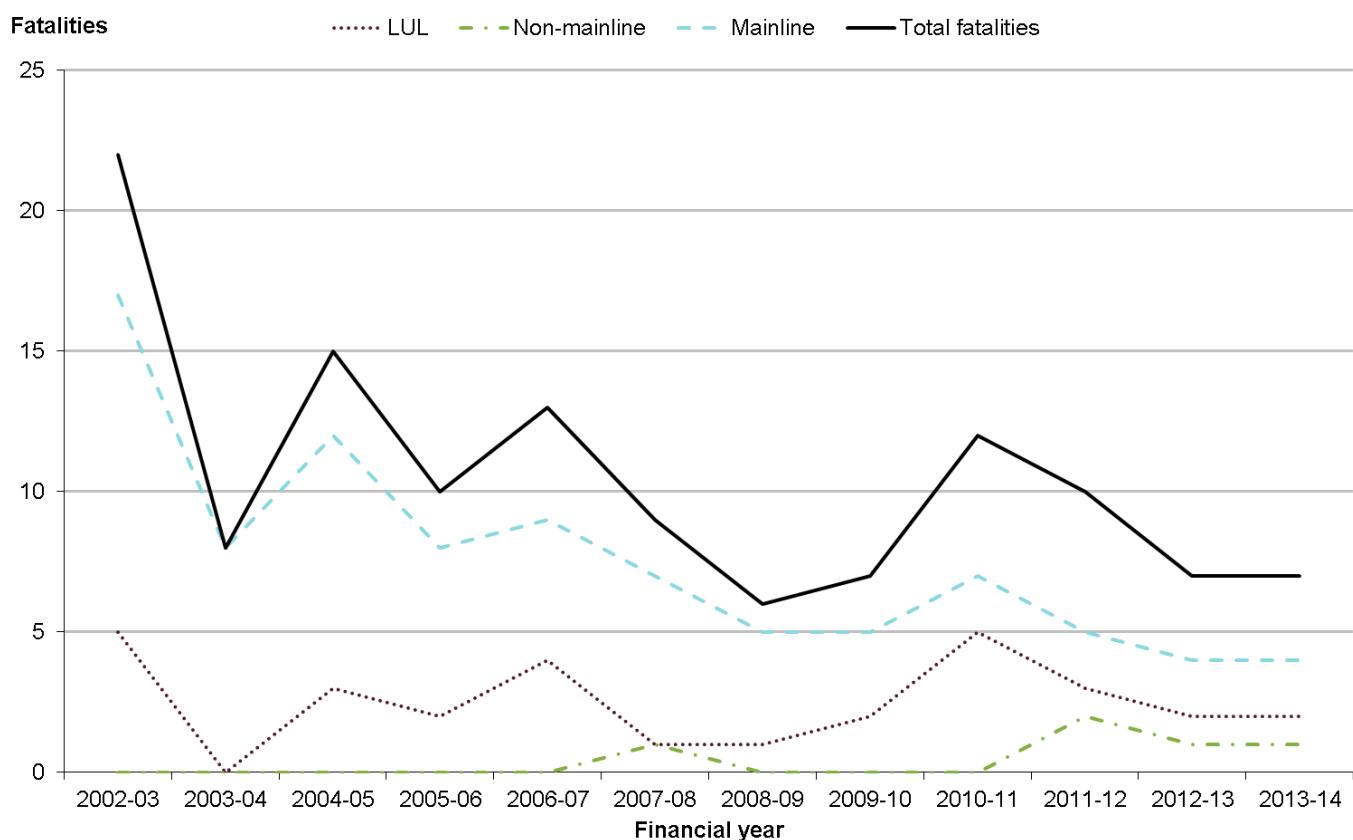
Passenger safety key facts, measured by the number of persons affected, presents the number of passenger fatalities, injuries by incident type on the mainline, London Underground and non-mainline networks.

A passenger is a person on railway infrastructure who intends to travel, is in the process of travelling, or has travelled. This is regardless of whether they have a valid ticket. This does not include travellers who trespass or who commit, or attempt to commit suicide. People who are injured in this way are classified as members of the public. For detail on injury descriptions and the categories of person types referred to please see the [Quality Report](#).

### 2.1 2013-14 Annual Results

#### Passenger fatalities by railway type – chart

Great Britain data 2002-03 to 2013-14



Please visit the ORR data portal for the full [Passenger Safety Key facts data table](#).

### *Mainline Network*

- The number of passenger fatalities on the mainline network was four in 2013-14, the same as the previous year and the joint lowest since the time series began in 2002-03. All four of the passenger fatalities in 2013-14 occurred at the platform-train interface, none of which were during boarding or alighting trains.
- The overall number of passenger casualties on the mainline network experienced a decrease of 1.7% in 2013-14 compared with the previous year, with 6,816 casualties recorded. The number of major injuries to passengers decreased from 312 in 2012-13 to 270 in 2013-14. Moreover, when normalised by the number of passenger journeys<sup>8</sup>, the rate of major injury in 2013-14 (0.17 per million passenger journeys) is as low as it has been since the series began in 2002-03.
- Similarly the number of class 1 minor passenger injuries decreased from 1,403 in 2012-13 to 1,382 in 2013-14 while class 2 minor passenger injuries decreased from 4,979 in 2012-13 to 4,925 in 2013-14. When normalised by passenger journeys the rates of class 1 minor injuries (0.87 per million passenger journeys) and class 2 minor injuries (3.10 per million passenger journeys) are the lowest they have been since the series began in 2002-03.

### *London Underground*

- There were two passenger fatalities on the London Underground network in 2013-14, the same as in 2012-13. Both of the fatalities in 2013-14 occurred at the platform-train interface.
- The number of major passenger injuries on the London Underground decreased from 160 in 2012-13 to 99 in 2013-14, a fall of 38%. As with every other year in the time series, slips, trips and falls accounted for the highest number of major injuries. They did, however, experience a decrease of 47% between 2012-13 (100) and 2013-14 (53).
- The number of RIDDOR reportable minor injuries to London Underground passengers decreased from 1,494 in 2012-13 to 983 in 2013-14, a decrease of 34%. Conversely, the number of non-RIDDOR reportable injuries increased from 1,959 in 2012-13 to 2,824 in 2013-14, an increase of 44%. As discussed on pages 9 and 10, this reflects the fact that where a passenger is considered to be at fault, the injury is not considered RIDDOR reportable. Nevertheless, London Underground still provides details of such incidents where they are reported to a member of staff.

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<sup>8</sup> ORR – [Passenger rail usage statistical release](#)

- The change in reporting procedure is more pronounced in the number of slips, trips and falls. Such incidents considered RIDDOR reportable decreased from 1,127 in 2012-13 to 669 in 2013-14, while the non-RIDDOR incidents increased from 1,048 to 1,622.
- When the incidents are normalised by number of passenger journeys<sup>9</sup>, the rate of major injuries in 2013-14 was 0.08 per million passenger journeys, the lowest it has been since the series began in 2006-07. RIDDOR reportable minor injuries also reached a record low of 0.78 per million passenger journeys in 2013-14, while the non-RIDDOR reportable minor injuries reached a record high of 2.24 per million passenger journeys in 2013-14.

#### *Other Non-mainline Networks*

- The overall number of non-mainline passenger incidents decreased by 34 from 187 in 2012-13 to 153 in 2013-14.

Full passenger safety data can be found at: [ORR Data Portal](#)

A list of pre-created safety tables available on the ORR data portal is presented in Annex A.

**Rewards:** There have been no rewards to the previously published dataset.

Further details on historic rewards to the dataset can be found at: [Rewards Log](#)

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<sup>9</sup> TfL – [Transport for London passenger journeys](#)

# 3. Workforce safety key facts

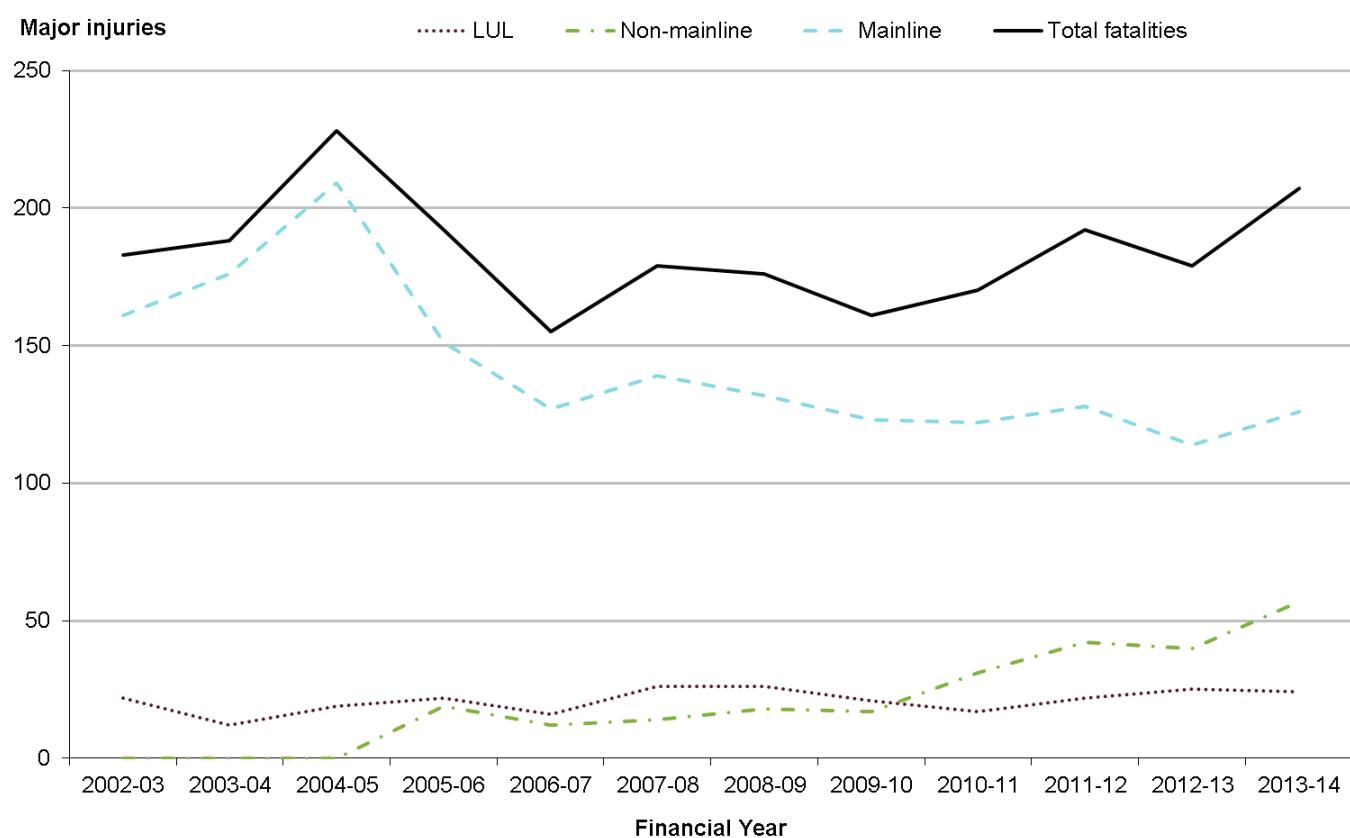
## About Workforce Safety Key Facts

Workforce safety key facts, measured by the number of persons affected, presents the number of workforce fatalities, injuries by incident type on the mainline, London Underground and non-mainline networks. A person is classified as a member of the workforce if he or she is working for the industry on railway activities either as a direct employee or under contract. For detail and descriptions on the categories and person types referred to please see the [Quality Report](#).

### 3.1 2013-14 Annual Results

#### Workforce major injuries – chart

Great Britain data 2002-03 to 2013-14



Please visit the ORR data portal for the full [Workforce Safety Key facts data table](#).

*Mainline Network*

- There were three mainline workforce fatalities recorded during 2013-14. Two of these were welders who were killed in a road traffic accident when returning to their depot in the early hours of the morning. Although these fatalities did not occur on the railway, these workers were still on duty and as such these deaths are considered in scope. The third fatality did occur on the railway and occurred when a member of permanent way staff was struck by a train at Newark Northgate Station.
- The number of workforce causalities on the mainline network increased from 5,834 in 2012-13 to 6,040 in 2013-14, an increase of 3.5%. Major injuries increased by 11% from 114 in 2012-13 to 126 in 2013-14. Class 1 minor injuries decreased from 597 in 2012-13 to 560 in 2013-14, a decrease of 6.2%. Class 2 minor injuries, however, increased from 4,160 in 2012-13 to 4,353 in 2013-14, an increase of 4.6%.
- The number of casualties to mainline infrastructure workers, train drivers and other workforce members all increased in 2013-14 compared with 2012-13, with the largest proportional increase for infrastructure workers, of 14.7%. The other categories of mainline worker types all decreased in 2013-14 compared with the previous year.
- The volume of injuries to station staff and revenue protection staff on the mainline network during 2013-14 was the lowest since the beginning of the time series. RSSB have identified that ticket disputes are the primary cause in around 41% of reported assaults on staff, with alcohol/drugs the primary factor in 17% of assaults.<sup>10</sup>

#### *London Underground Network*

- No workforce fatalities have been recorded on the London Underground network since the time series began. Major injuries decreased from 25 in 2012-13 to 24 in 2013-14. The number of injuries suffered by London Underground workforce members during 2013-14 (3,961) was, however, 8.3% higher than in 2012-13 (3,659).
- RIDDOR reportable minor injuries decreased by 15% from 130 in 2012-13 to 110 in 2013-14. Non-RIDDOR reportable minor injuries also decreased slightly from 1,172 in 2012-13 to 1,131 in 2013-14, a decrease of 3.5%. Shock/trauma incidents, however, increased between 2012-13 and 2013-14. Class 1 incidents increased by 42% from 36 to 51 during this time, while class 2 incidents increased from 2,296 to 2,645, an increase of 15%.

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<sup>10</sup> RSSB – [Annual Safety Performance Report – 2013-14](#)

- Having reached an all-time low of 64 injuries to revenue protection staff in 2012-13, injuries to such workers increased to 89 in 2013-14, a rise of 39%. Injuries to station staff also increased from 2,572 in 2012-13 to 3,009 in 2013-14, a rise of 17%.

#### *Other Non-mainline Networks*

- There were no workforce fatalities on other non-mainline networks for the seventh consecutive year.
- Having increased from 17 major workforce injuries in 2009-10 to 42 in 2011-12, 57 major injuries were reported in 2013-14, an increase of 43% on the 40 incidents recorded in 2012-13. This is likely to reflect a continuation of better reporting practices which mean that incidents which were not being reported in previous years are now being captured.
- Minor injuries increased from 161 in 2012-13 to 178 in 2013-14, an increase of 11%.

Annual workforce safety data is presented here: [ORR Data Portal](#)

**Rewards:** There have been no rewards to the previously published dataset.

Details of any rewards in future will be found at: [Rewards Log](#)

# 4. Public safety key facts

## About Public Safety Key Facts

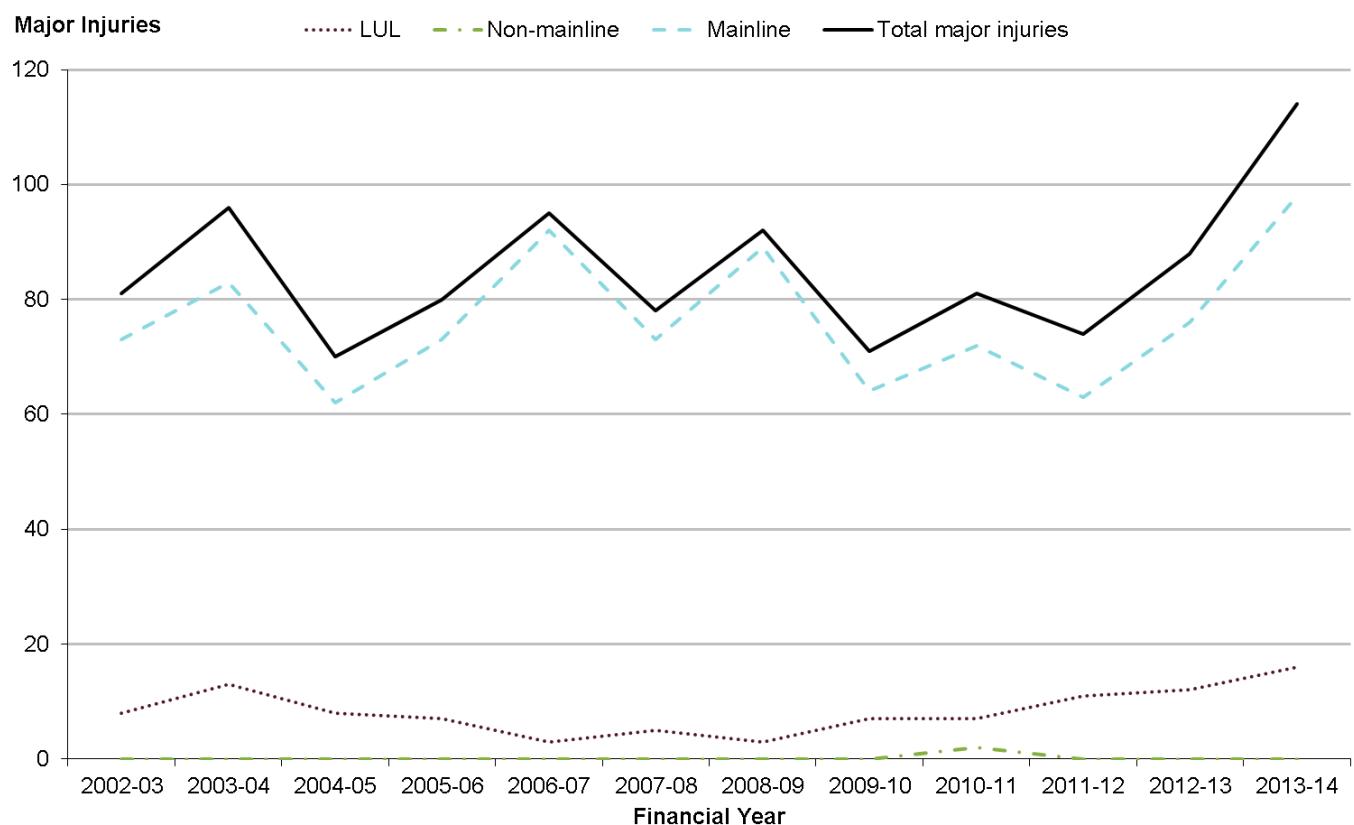
Public safety key facts, measured by the number of persons affected, presents the number of public fatalities, injuries by incident type on the mainline, London Underground and non-mainline networks.

A person is classified as a member of the public if they are neither a passenger nor a member of the workforce. Members of the public also include travellers who trespass or who commit, or attempt to commit suicide. Non-mainline data also includes persons on property and persons on business, Person on property are a person on railway property, but who has no intention to travel so is not a passenger, nor are they a member of the rail workforce. This is often used for trespassers within stations. Person on business is a person on railway property, who has no intention to travel so is not a passenger, nor are they a member of the rail workforce but are there on legitimate business. This is most commonly used for retail staff injured at a station. For detail and descriptions of the categories and person types referred to please see the [Quality Report](#).

## 4.1 2013-14 Annual Results

### Public major injuries – chart

Great Britain data 2002-03 to 2013-14



Please visit the ORR data portal for the full [Public Safety Key facts data table](#).

#### Mainline Network

- During 2013-14 there were a total of 308 public fatalities on the mainline railway, an increase of 20 compared with the previous year. Of the public fatalities on the mainline railway, 279 were suicides or suspected suicides, an increase of 13% compared with the previous year and 21 were trespassers, an decrease of 34% compared with the previous year. The remaining eight were level crossing users, and while this was a decrease of one compared with 2012-13, it is still double the number recorded in 2011-12.
- The number of trespasser incidents on the mainline railway decreased to 71 in 2013-14 compared with 91 the previous year. This decrease was due to the reduction in fatalities described above, while trespasser injuries for all other categories decreased or remained constant in 2013-14 compared with 2012-13. Since the time series began, 42%, of trespass incidents resulted from

members of the public making a shortcut with the second highest proportion, 18% due to horseplay/thrill seeking.<sup>11</sup>

- The total number of mainline suicide or suspected suicide incidents in 2013-14 increased by 22% to 361 compared with 2012-13, of which 279 resulted in fatalities. This was the highest number of suicide incidents on the mainline railway since the time series began. The most recent statistics for the total number of suicides in the whole of the UK decreased by 1.1% between the calendar years of 2011 and 2012<sup>12</sup>. Although the figures cover a slightly different period, suicides on the railways decreased by three (1.2%) between 2011-12 and 2012-13.
- In January 2010 Network Rail and the Samaritans launched a partnership with the aim of reducing the number of suicides on the railways by 20% over a five year period.<sup>13</sup> In 2014 Network Rail and the Samaritans announced a five year extension to the programme stating that “railway staff have approached and potentially saved the lives of more than 200 vulnerable people at railway locations.”<sup>14</sup>
- Although the number of suicide or suspected suicide incidents increased by 22% between 2012-13 and 2013-14, the proportion of these incidents that resulted in a fatality decreased from 83% in 2012-13 to 77% in 2012-13.

#### *London Underground*

- The number of public fatalities on the London Underground network decreased from 28 in 2012-13 to 25 in 2013-14.
- The total number of public incidents on the London Underground in 2013-14 was 57, two fewer than in 2012-13. Of these incidents 51 were suicide or attempted suicide incidents. The other six were trespasser incidents, of which one resulted in a major injury, two resulted in RIDDOR reportable minor injuries and three resulted in non-RIDDOR reportable minor injuries.

#### *Other Non-mainline Networks*

- Two fatalities were recorded in 2013-14 on other non-mainline rail systems, one of which was a pedestrian and the other a person on property, such as a worker in a station retail outlet.

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<sup>11</sup> RSSB – [Annual Safety Performance Report – 2013-14](#)

<sup>12</sup> Office of National Statistics Statistical Bulletin – [Suicides in the United Kingdom, 2012 Registrations](#)

<sup>13</sup> Network Rail and Samaritans – [Reducing Railway Deaths](#)

<sup>14</sup> Network Rail and Samaritans – [Extension of Partnership](#)

- The total number of public incidents recorded on other non-mainline systems during 2013-14 was 12, of which five were pedestrian incidents, five were persons on property, one was a trespasser and one was unknown. The number of pedestrian incidents decreased by 74% compared with 2012-13 (19).

Public safety data is presented here: [ORR Data Portal](#)

**Rewvisions:** There have been no revisions to the previously published dataset.

Details of any revisions in future will be found at: [Revisions Log](#)

# 5. Train accident safety key facts

## About Train Accident Safety Key Facts

Train accident safety key facts, measured by the number of persons affected and number of trains, presents the number of passenger, workforce and public fatalities (excluding trespass) in train accidents and the number of train accidents by severity and type of accident on the mainline, London Underground and non-mainline networks.

### *Train incident types*

**Train accidents: collisions and derailments** – Collisions between trains, buffer stop collisions and derailments (excluding those caused by collisions with road vehicles at level crossings).

**Train accidents: collisions with road vehicles at level crossings** – Includes derailments.

**Train accidents: collisions with objects** – Collisions between train and another object, including road vehicles not at level crossings and train hit by missiles. Excludes derailments.

**Train accidents: other assault and abuse** – Train divisions, train fires, train explosions, structural damage affecting trains. All types of assault, verbal abuse and threat. Also includes unlawful killing.

**Contact with object** – Injuries due to bumping into, or being bumped into by, other people. Excludes assaults.

**Falls from height** – Generally speaking, falls of more than 2m. Excludes falls down stairs and escalators.

**Fires and explosions (not involving trains)** – Fires or explosions in stations, lineside or other locations on Network Rail managed infrastructure (NRMI).

**Lean or fall from train in running** – Injuries resulting from accidental falls from trains, or from leaning from trains.

**Machinery/tool operation** – Injuries from power tools, being trapped in machinery, or track maintenance equipment. Does not include injuries due to arcing. Does not include injuries due to being struck by things thrown up by tools or from carrying tools/equipment.

**Manual handling/awkward movement** – Strains and sprains due to lifting or moving objects, or awkward movement. Excludes injuries due to dropping items being carried, which are classed under contact with objects.

**On-board injuries** – All injuries on trains, excluding train accidents, assaults, and those occurring during boarding or alighting, or whilst leaning from trains.

**Platform-train interface (boarding/alighting)** – Accidents occurring whilst getting on or off trains. Includes falls between trains and platform where it is not known if the person is boarding or alighting.

**Platform edge incidents (not boarding/alighting)** – Accidents that involve falls from the platform (with or without trains being present) or contact with trains or traction supplies at the platform edge. Excludes accidents that take place during boarding or alighting.

**Road traffic accident** - All accidents directly resulting from road traffic accidents, apart from road vehicle incursions not at level crossings.

**Slips, trips, and falls** – Generally speaking, falls of less than 2m anywhere on Network Rail managed infrastructure (except trains), and falls of any height down stairs and escalators.

**Struck/crushed by train** – All incidents involving pedestrians struck/crushed by trains, excluding trespass, platform edge and boarding and alighting accidents.

**Suicide** - All first party injuries arising from suicide, suspected suicide and attempted suicide.

**Trespass** – First party injuries resulting from people engaging in behavior involving access of prohibited areas of the railway, where that access was the result of deliberate or risk-taking behavior. This includes actions such as deliberately alighting a train in running (other than as part of a controlled evacuation procedure), accessing the track at stations to retrieve items, or climbing on the outside of overbridges etc. People misusing level crossings whether by error or violation are not included in this category.

**Witnessing suicide or trespass** – Shock/trauma or other third party injuries arising from witnessing or otherwise being affected by suicide and trespass fatalities.

**Workforce electric shock** – Electric shock involving third rail, OHL, or non-traction supply. Includes burns from electrical short circuits. Does not include injuries due to arcing, which are classed under ‘other’.

**Other** – Any other event not covered by another category.

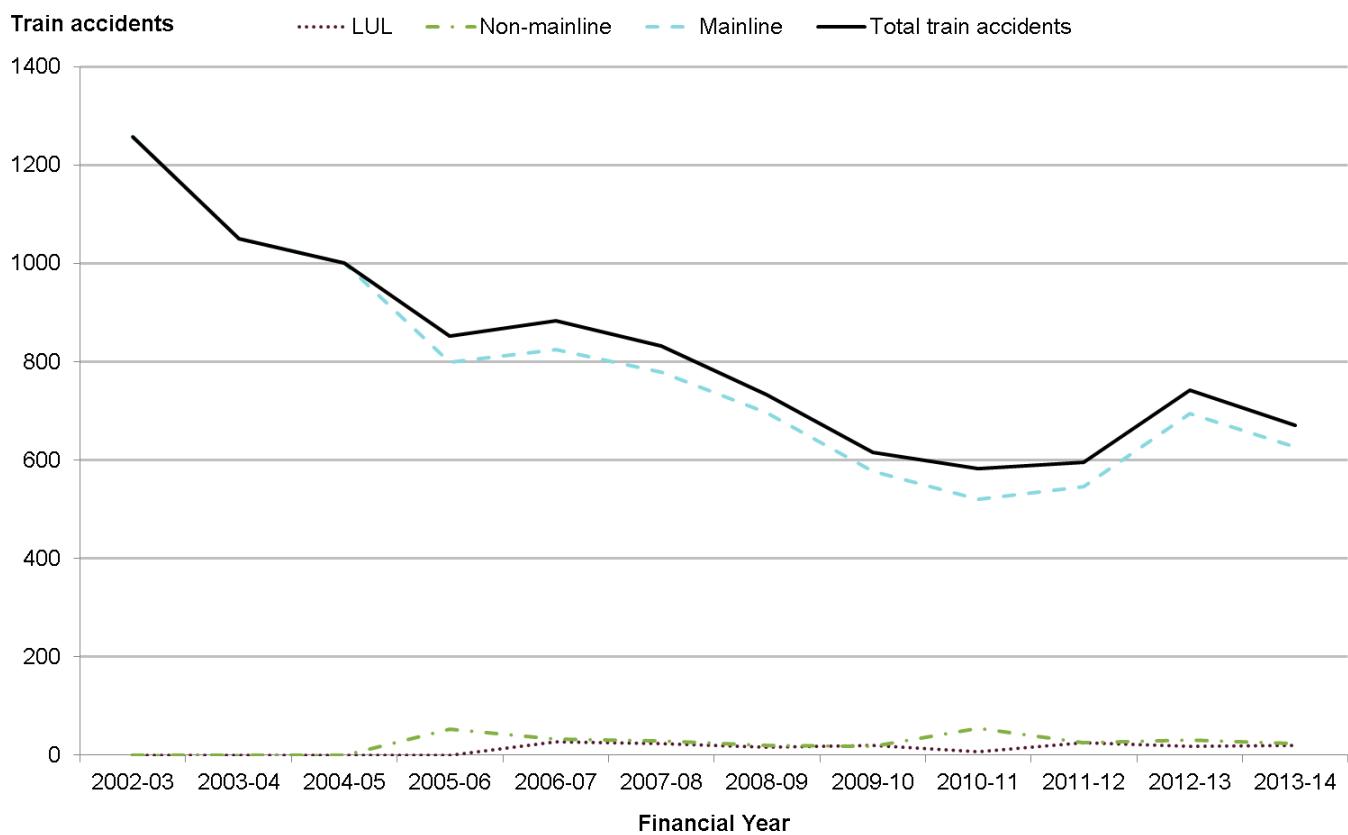
**Potentially higher-risk train accidents (PHRTA)** – Accidents that are RIDDOR-reportable and have the most potential to result in harm to any or all person types on the railway. They comprise train derailments, train collisions (excluding roll backs), trains striking buffer stops, trains striking road vehicles at level crossings (with no derailment), train explosions, and trains being struck by large falling objects. For further information on PHRTA's please refer to the [RSSB 2013-14 ASPR](#).

For detail and descriptions of the categories and person types referred to and how the different categories please see the [Quality Report](#).

## 5.1 2013-14 Annual Results

### Train accidents - chart

Great Britain data 2002-03 to 2013-14



Please visit the ORR data portal for the full [Train Accident Safety Key facts data table](#).

#### Mainline Network

- During 2013-14 there were two fatalities as a result of a train accident. Both occurred when a passenger train formed of a diesel multiple unit struck a car on the automatic half barrier level crossing on Station Road at Great Coates Station near Grimsby. The deceased were the driver and passenger of the car.
- The total number of train accidents decreased from 694 in 2012-13 to 627 in 2013-14, a decrease of 9.7%. The number of incidents involving at least one passenger train decreased by 8.4% from 582 in 2012-13 to 533 in 2013-14, while incidents involving non passenger trains decreased by 16% from 112 to 94.

- In 2012-13 there were seven derailments involving at least one passenger train. In 2013-14 there were no such incidents. This is only the second year on record that this has been the case. There were 11 non-passenger train derailments in 2013-14, eight involving freight trains, one involving a light locomotive, one empty coaching stock movement and tamper vehicle<sup>15</sup>.

#### *London Underground*

- There was an increase, from 18 to 20, in the number of train incidents on the London Underground network in 2013-14 compared with the previous year. There were 38% fewer collisions with other objects in 2013-14 (10) compared with 2012-13 (16).

#### *Other Non-mainline Networks*

- The number of train incidents recorded on the non-mainline network, including tramways and heritage railways, decreased from 30 in 2012-13 to 24 in 2013-14.

Train incident data is presented here: [ORR Data Portal](#)

**Rewvisions:** There have been no revisions to the previously published dataset.

Details of any revisions in future will be found at: [Revisions Log](#)

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<sup>15</sup> RSSB – [Annual Safety Performance Report – 2013-14](#)

# Annex 1 – Statistical release themes and publication timetable

Statistical release	Data	Publication schedule
Passenger and Freight Rail Performance - Quarterly	Public performance measure Freight performance measure Cancellations and significant lateness	Q1: 4 <sup>th</sup> September 2014 Q2: 13 <sup>th</sup> November 2014 Q3: 5 <sup>th</sup> February 2015 Q4: 7 <sup>th</sup> May 2015
Passenger Rail Usage – Quarterly	Passenger kilometres Passenger journeys Passenger revenue Timetabled train kilometres	Q1: 2 <sup>nd</sup> October 2014 Q2: 11 <sup>th</sup> December 2014 Q3: 3 <sup>rd</sup> March 2015 Q4: 4 <sup>th</sup> June 2015
Freight Rail Usage - Quarterly	Freight moved Freight lifted Freight delay minutes per 100 train kilometres Freight market indicators (Q4 only)	Q1: 18 <sup>th</sup> September 2014 Q2: 27 <sup>th</sup> November 2014 Q3: 19 <sup>th</sup> February 2015 Q4: 21 <sup>st</sup> May 2015
Passenger Rail Service Satisfaction - Quarterly	Complaints Complaints comments received by London TravelWatch and Passenger Focus National rail enquiries	Q1: 16 <sup>th</sup> October 2014 Q2: 18 <sup>th</sup> December 2014 Q3: 19 <sup>th</sup> March 2015 Q4: 18 <sup>th</sup> June 2015
Regional Usage - Annual	Regional usage profiles	2013-14: TBC
Key Safety Statistics - Annual	Key safety facts Passenger key safety facts Public key safety facts Workforce key safety facts Train accident facts	25 <sup>th</sup> September 2014
Rail Finance - Annual	Government support to the rail industry Rail fares index Private investment TOC subsidy per passenger kilometre	21 <sup>st</sup> August 2014

Rail Infrastructure, Assets and Environmental - Annual	Infrastructure on the railways Average age of rolling stock Sustainable development	23 <sup>rd</sup> October 2014
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# Annex 2 – List of pre-created reports available on ORR Data Portal

All data tables can be accessed on the data portal free of charge. The ORR data portal provides on screen data reports, as well as the facility to download data in Excel format and print the report. We can provide data in csv format on request.

## **Key Safety Facts**

- Safety key facts – table [ORR Data Portal](#);

## **Passenger Key Safety Facts**

- Passenger safety key facts – table [ORR Data Portal](#);

## **Workforce Key Safety Facts**

- Workforce safety key facts – table [ORR Data Portal](#);

## **Public Key Safety Facts**

- Public safety key facts – table [ORR Data Portal](#);

## **Train Accident Key Safety Facts**

- Train accident safety key facts – table [ORR Data Portal](#);



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