



Rail Safety Statistics

2017-18 Annual Statistical Release

Publication Date: 25 September 2018

Next release: September 2019

Background

This release contains statistics on rail safety in Great Britain from 2008-09 to 2017-18.

It includes information on train accidents and the number of fatalities and injuries affecting passengers, the workforce and members of the public.

Data are sourced from the Rail Safety and Standards Board (RSSB), London Underground Limited (LUL), the British Transport Police (BTP) and the Office of Rail and Road (ORR).

This release contains some changes to data previously published. See the notes section for more details.

More detailed commentary about the statistics contained in this release can be found in RSSB's [Annual Safety Performance Report](#) and ORR's [Annual Health and Safety Report](#).

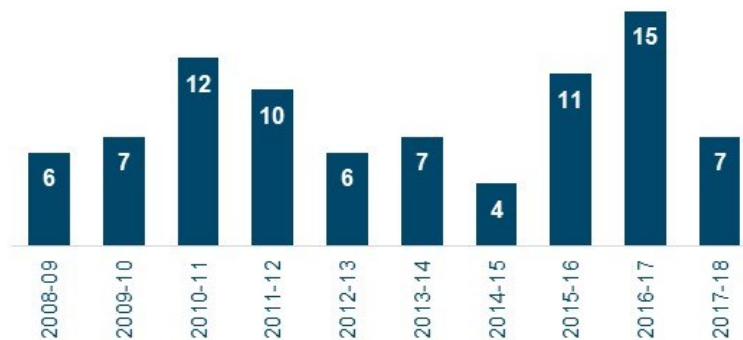
Summary

Fatalities on the Railway

The number of **passenger fatalities decreased to 7** in 2017-18 - down from 15 in 2016-17.

There were **no passenger fatalities as a result of a train accident** in 2017-18.

Passenger fatalities on the railway, Great Britain, 2008-09 to 2017-18



There were **2 workforce fatalities** in 2017-18.

The number of **public fatalities increased to 337** in 2017-18.

Workforce Injuries on the Railway

There was a **small decrease in the number of workforce injuries on the railway** in 2017-18 (down 1.7%).

Train Accidents on the Railway

Train accidents, Great Britain, 2013-14 to 2017-18



There were **437 train accidents in 2017-18**, a decrease of 9.9% compared to 2016-17.

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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.

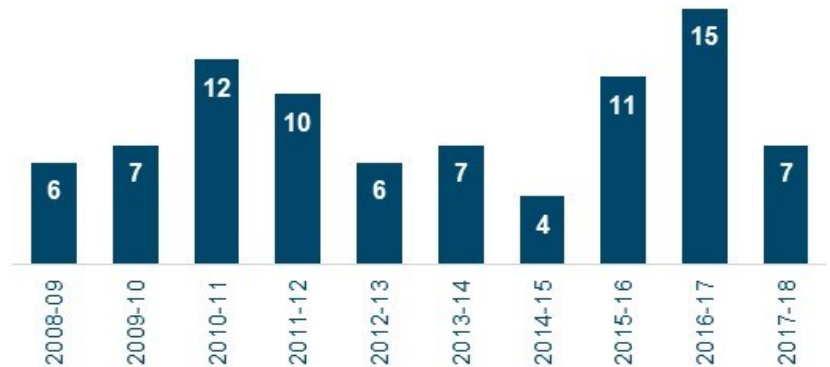
This **does not include** travellers who trespass or who commit, or attempt to commit, suicide. People who are injured in this way are classified as members of the public.

Passenger Fatalities

There were **7 passenger fatalities** in 2017-18 - down from 15 in 2016-17.

4 occurred on the mainline and 3 on London Underground.

There were no passenger fatalities as a result of a train accident.



Passenger Major Injuries on the Mainline

318 major injuries
in 2017-18

20.5%

compared to
2016-17



Information on passenger shock and trauma incidents and minor injuries on the mainline in 2017-18 is not currently available.

Passenger Injuries on London Underground

4,734 injuries reported
in 2017-18

5.3%

compared to
2016-17

There were **110 major injuries**
4,287 minor injuries
337 shock and trauma incidents

This is the fifth year in a row where there were
more than 4,000 injuries
on London Underground

Passenger Injuries on trams, metros and other non-Network Rail

There were **49 passenger injuries** on trams, metros and non-Network Rail networks in 2017-18.

Returned to similar level prior to Croydon tram derailment in 2016-17



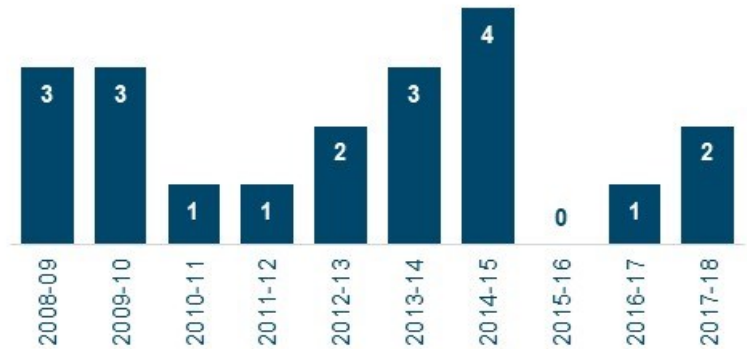
A member of the **workforce** is defined as a person working for the industry on railway activities either as a direct employee or under contract.

Workforce Fatalities

There were **2 workforce fatalities** in 2017-18.

1 occurred on the mainline and 1 on trams, metros and other non-Network Rail

One more than the previous year.



Workforce Injuries on the Mainline



6,661 injuries

in 2017-18

2.1%

compared to 2016-17

Of which **164 were major injuries**

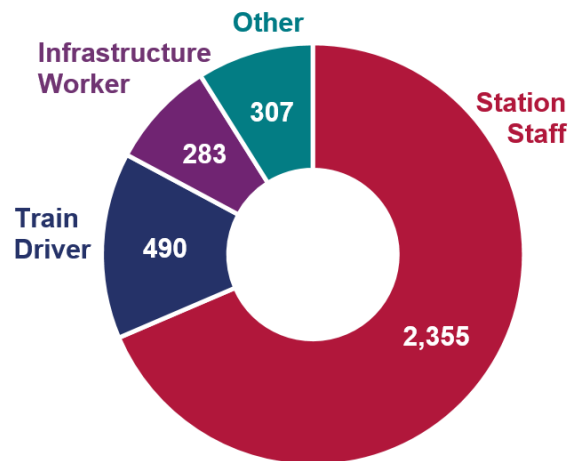
Workforce Injuries on London Underground



3,435 injuries in 2017-18

1.7%

compared to 2016-17



Workforce Injuries on trams, metros and other non-Network Rail



There were **215 workforce injuries** on trams, metros and other non-Network Rail networks in 2017-18

Down 30.2% compared to 2016-17



Members of the public are defined as neither passengers nor workforce.

It also includes people who trespass or who commit, or attempt to commit, suicide.

Public Fatalities

There were **337 public fatalities** in 2017-18

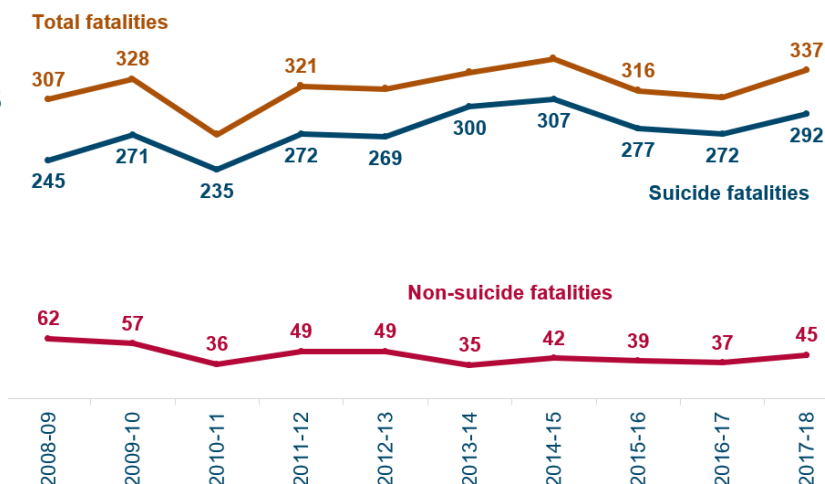
Up **9.1%** compared to 2016-17

of which **45 were non-suicide fatalities**

and

292 were suicide or suspected suicide fatalities

(249 on mainline and 43 on London Underground)



Public Fatalities on the Mainline

293 public fatalities in 2017-18

Up **8.5%** compared to 2016-17

of which **44 were non-suicide fatalities**

and

249 were suicide or suspected suicide fatalities



Public Injuries on London Underground

27 injuries

to members of the public in 2017-18

10 more than in 2016-17

4 as a result of trespass

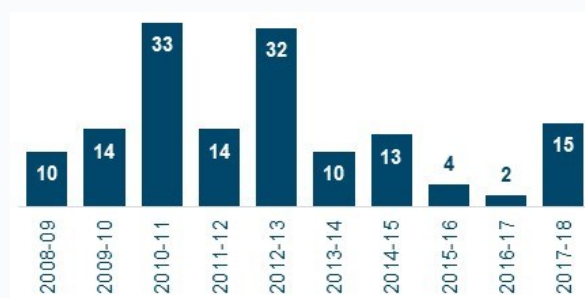
23 as a result of suicide or suspected suicide

10 were major injuries

Public Injuries on trams, metros and other non-Network Rail networks

There were **15 injuries** to members of the public on trams, metros and non-Network Rail networks in 2017-18

The **highest number** since 2012-13



Train Accidents

2017-18

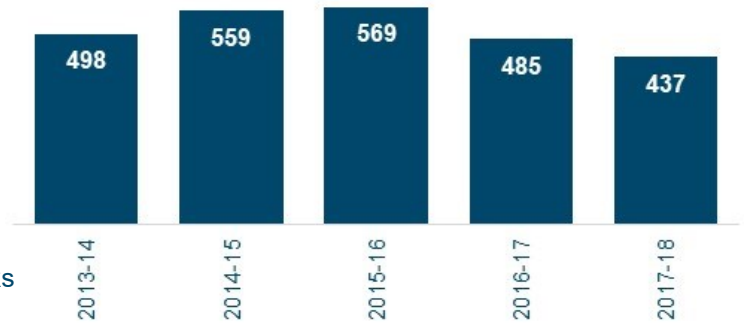
There were **437 accidents** in 2017-18

9.9% compared to 2016-17

71% occurred on the mainline

3% on London Underground

26% on trams, metros and other non-Network Rail networks



Note: figures have been revised due to changes in reporting

A **PHRTA** is a **Potentially Higher Risk Train Accident**.

These are RIDDOR reportable accidents and are those that have the greatest risk of resulting in physical injury.

The majority of train accidents carry a notably lower potential for serious consequences. These are known as **non-PHRTAs**.

Train Accidents on the Mainline



Of the **19 PHRTAs on the mainline** in 2017-18
12 involved at least one passenger train

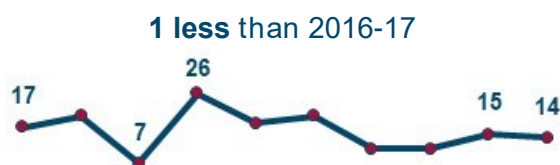
There were:

- 7 derailments
- 7 collisions with vehicles at level crossings
- 3 collisions between trains
- 2 other collisions

Note: figures have been revised due to changes in reporting

Train Accidents on London Underground

There were **14 accidents** on London Underground in 2017-18



1 less than 2016-17



There were **no PHRTAs**

Train Accidents on trams, metros and other non-Network Rail networks

There were **112 accidents** in 2017-18

The large increase in 2014-15 is primarily because of improved reporting in the tramway sector and an extension to the tram network in Manchester and Nottingham



Notes

Related Publications

This statistical release includes information from mainline and non-mainline networks, as well as finalised data for London Underground.

Some of the statistics in this release have previously been reported in two publications:

[Rail Safety and Standards Board - Annual Safety Performance Report](#) (12 July 2018)

[Office of Rail and Road - Annual Health and Safety Report](#) (17 July 2018)

More detailed commentary about the trends and background information can be found in these two reports.

There may be minor differences in the mainline and London Underground data in this statistical release compared to the other two publications - see the revisions section below for more information.

Data Sources

Data for the mainline rail network, which is owned, run and maintained by Network Rail, are provided by the **Rail Safety Standards Board** (RSSB). The scope is generally limited to incidents which occur in stations, on trains or elsewhere on Network Rail managed infrastructure, such as the track or trackside. Workforce fatalities which occur away from these locations, but occur during working time, are also included.

The data for London Underground is provided by **London Underground Limited** (LUL). Train accident data for London Underground is not available before 2006-07. Totals presented before this time include mainline and non-mainline data only.

The data for non-mainline networks are derived from the **Office of Rail and Road's** (ORR) webform. The dataset includes safety incidents reported by heritage operators, tramways, light rail systems and other operators on non-Network Rail infrastructure. Data for non-mainline networks is only available from 2005-06. Any totals presented in this release before this time include mainline and London Underground data only.

Revisions

There have been revisions to data previously published with this statistical release. Details are available in the [revisions log](#). Further information on revisions and data series breaks can be found in the data portal tables via the links on the next page.

In particular, for train accidents on the mainline, data from 2013-14 to 2016-17 have been revised due to a change in reporting scope for 'Striking animals'. Figures for 'Train fires', 'struck by missiles', 'striking other objects' have also been revised.

Data for passenger, public and workforce safety on the mainline from 2013-14 to 2016-17 have also been revised. The disaggregation of some of these numbers is no longer available.

For Trams, metros and non-NR networks; aggregate numbers have not been affected but some passenger and public injuries have been re-categorised.

The rail safety statistics in this release are comparable to data published earlier in the year. Occasional differences may occur due to subsequent updates to incident reports since.

Reasons for changes to data could include changes as a result of further investigations into incidents or the development of injuries sustained in previously reported incidents.

Injury Categories

Employers, the self-employed and those in control of premises are required by law to report specified workplace incidents to the relevant enforcing authority, as set out by the **Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 2013**. The [ORR have issued RIDDOR guidance](#) which provides more detail on the types of incidents which are RIDDOR reportable. These statistics also include non-RIDDOR reportable minor injuries.

The injury categories reported in these statistics are generally as follows:

- **Fatality** - death occurs within one year of the incident
- **Major injury** - injuries to passenger, staff or member of the public as defined by Schedule 1 of RIDDOR 2013. This includes most fractures, amputations, loss of sight, crush or burn injuries
- **Minor injury** - RIDDOR reportable minor injuries, which are injuries that are not fatalities or major injuries and the injured person is unable to work for more than seven consecutive days. This also includes all other physical injuries outside the scope of RIDDOR
- **Shock or trauma** - from being involved in or witnessing events that have the potential of a fatal outcome or from other causes such as verbal abuse.

Further information on the quality of the statistics in this release can be found in the [Rail Safety Statistics Quality Report](#)

Pre-created tables available on the Data Portal

All data tables can be accessed on the [Data Portal](#) free of charge. The 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.

The data in this report can be found in the following data portal tables:

- Passenger Safety - Key Statistics
- Workforce Safety - Key Statistics
- Public Safety - Key Statistics
- Train Accidents - Key Statistics

A number of additional related tables are also available on the data portal.

European Safety Benchmarking

The UK is required to submit Common Safety Indicators (CSIs) data to the European Union Agency for Railways on an annual basis. The CSIs can be used to assess and benchmark the performance of the UK railway against other EU member states. The latest available CSIs can be found on the [ERAIL website](#).

The results of analysis of CSIs submitted for 2010 to 2013 can be found on the ORR website: [Railway safety benchmarking - Safety on the UK's mainline railway network](#) (October 2015)

National Statistics

The [United Kingdom Statistics Authority](#) designated these statistics as National Statistics in accordance with the Statistics and Registration Services Act 2007 and signifying compliance with the Code of Practice for Official Statistics. National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.



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