



Rail Safety Statistics

2018-19 Annual Statistical Release

Publication Date: 24 September 2019

Next release: September 2020

Background

This release contains statistics on rail safety in Great Britain from 2008-09 to 2018-19.

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 Health and Safety Report](#) and ORR's [Annual Health and Safety Report](#).

Contents

- Page 2 - Passenger safety
- Page 3 - Workforce safety
- Page 4 - Public safety
- Page 5 - Train accidents
- Page 6 - Notes

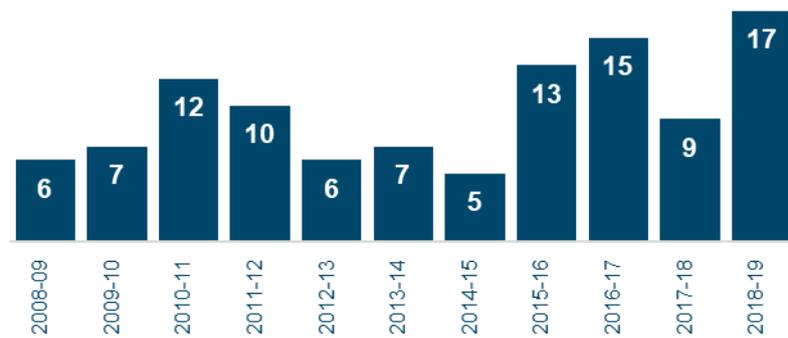
Summary

Fatalities on the Railway¹

The number of **passenger fatalities increased to 17** in 2018-19 - an increase from 9 in 2017-18. This is the highest number in the last ten years.

There were **no passenger fatalities as a result of a train accident** in 2018-19.

Passenger fatalities on the railway, Great Britain, 2008-09 to 2018-19



There were **2 workforce fatalities** in 2018-19.

The number of **public fatalities decreased to 329** in 2018-19.

Workforce Injuries on the Railway

There was a **small decrease in the number of workforce injuries on the railway** in 2018-19 (down 1.4%).

Train Accidents on the Railway

Train accidents, Great Britain, 2013-14 to 2018-19



There were **517 train accidents in 2018-19**, an increase of 17.5% compared to 2017-18.

1. For this publication, railway is defined as mainline, London Underground, and trams, metros and other non-Network Rail.

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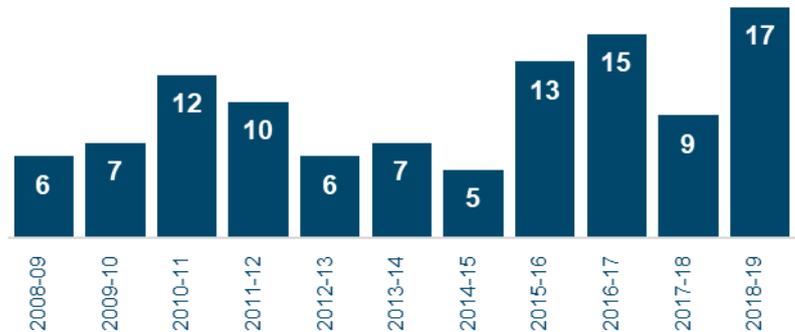
A **passenger** is a person on railway infrastructure who intends to travel, is in the process of travelling or has travelled. This is regardless of whether they have a valid ticket.

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 **17 passenger fatalities** in 2018-19, up from 9 in 2017-18. This is the highest number for the last ten years.

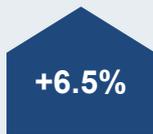
13 fatalities occurred on the mainline and 4 on London Underground.



Passenger Major Injuries on the Mainline

377 major injuries

in 2018-19



compared to 2017-18



Passenger Injuries on London Underground

5,541 injuries reported in 2018-19



compared to 2017-18

There were:

145 **major injuries**

5,226 **minor injuries** (over half of these were slips, trips and falls)

170 **shock and trauma incidents**

This is the first year on record with **more than 5,000 injuries**

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

There were **45 passenger injuries** on trams, metros and non-Network Rail networks in 2018-19.

This has returned to a similar level prior to the Croydon tram derailment in 2016-17.

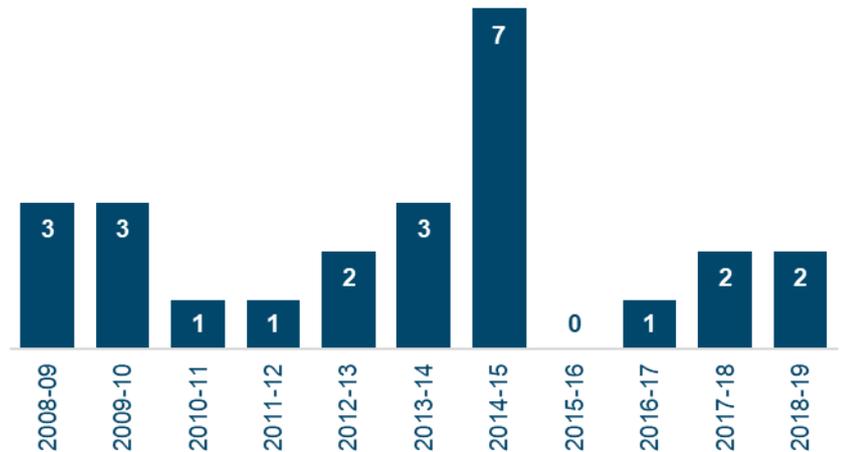


A member of the **workforce** is defined as a person working for the industry on railway activities either as a direct employee or under contract.

Workforce Fatalities

There were **2 workforce fatalities** in 2018-19.

These both occurred on the mainline.
The number is unchanged from the previous year.



Workforce Injuries on the Mainline



6,247 injuries

in 2018-19

-3.1%

compared to 2017-18

Of which **158 were major injuries**

Workforce Injuries on London Underground



3,520 injuries in 2018-19

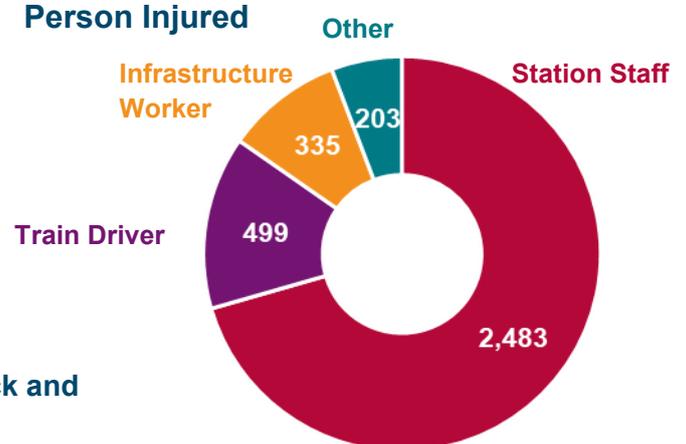
+2.5%

compared to 2017-18

There were:

7 major injuries, 1,167 minor injuries and 2,346 shock and trauma incidents.

Person Injured

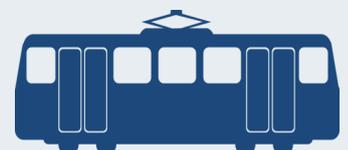


Workforce Injuries on trams, metros and other non-Network Rail



There were **186 workforce injuries** on trams, metros and other non-Network Rail networks in 2018-19

Down 13.5% compared to 2017-18



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

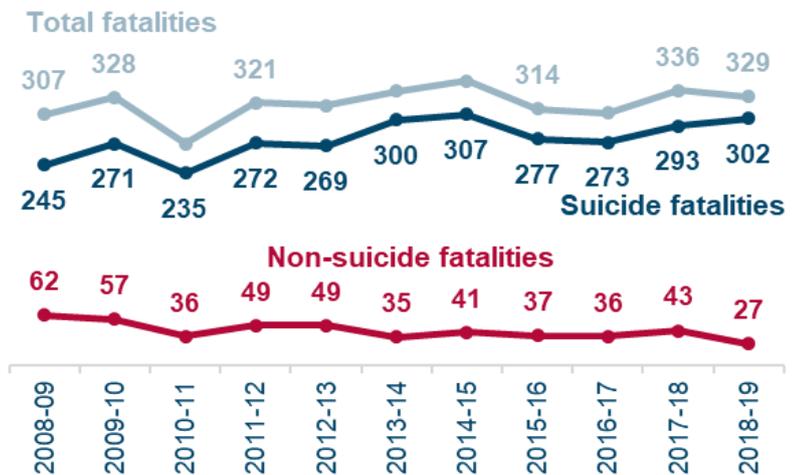
There were **329 public fatalities** in 2018-19

of which **27 were non-suicide fatalities**

and

302 were suicide or suspected suicide fatalities

(271 on mainline and 31 on London Underground)



Public Fatalities on the Mainline

296 public fatalities in 2018-19



of which **25 were non-suicide fatalities**

271 were suicide or suspected suicide fatalities



Public Injuries on London Underground

27 injuries

to members of the public in 2018-19

Unchanged from the previous year

All of these 27 injuries were as a result of suicide or suspected suicide

19 were major injuries

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

There were **12 injuries** to members of the public on trams, metros and non-Network Rail networks in 2018-19.



Train Accidents (Table 5.26)

2018-19

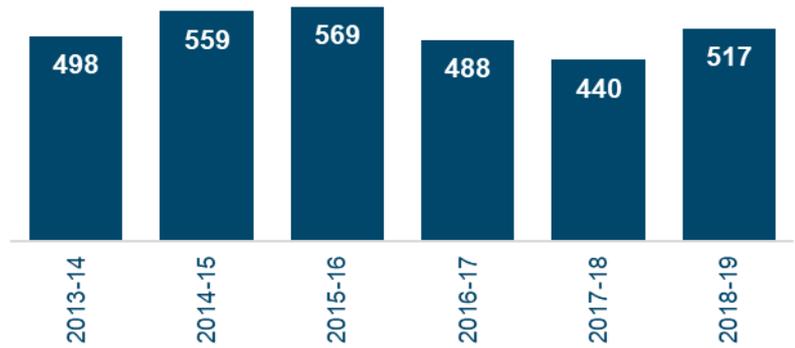
There were **517 accidents** in 2018-19



70% occurred on the mainline

5% on London Underground

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



Note: Figures do not equal 100% due to rounding.

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 **26 PHRTAs on the mainline** in 2018-19
12 involved at least one passenger train

These were:

- 8** collisions with vehicles at level crossings
- 2** collisions between trains
- 1** derailment
- 1** striking buffer stops

Note: historic figures have been revised due to changes in reporting

Train Accidents on London Underground

There were **24 accidents** on London Underground in 2018-19

This is the highest number since 2011-12



There was **one PHRTA**:
1 derailment

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

There were **133 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 Health and Safety Report](#) (12 July 2019)

[Office of Rail and Road - Annual Health and Safety Report](#) (16 July 2019)

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 the two related publications mentioned above. Occasional differences may occur due to subsequent updates or revisions to these reports. 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 produced [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 Methodology and Quality Report](#)

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 - [Table 5.18](#)
- Workforce Safety - Key Statistics - [Table 5.34](#)
- Public Safety - Key Statistics - [Table 5.22](#)
- Train Accidents - Key Statistics - [Table 5.26](#)

A number of additional related tables are also available on the data portal. For quarterly data on Signals Passed at Danger (SPADs) see [Table 5.25](#).

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.

For more information on how we adhere to the Code please see our compliance statements at: dataportal.orr.gov.uk/code-of-practice/

For more details please contact the Statistics Head of Profession Lyndsey Melbourne at rail.stats@orr.gov.uk.

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).



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