

30 September 2021

### Background:

This annual statistical release contains information on rail safety in Great Britain on all rail networks.

It includes the number of **fatalities and injuries** affecting workforce and non-workforce (passengers and other members of the public) on the different rail networks. It also covers incidents and misuse at **level crossings**, and information on **train accidents** and the severity.

**Source:** Rail Safety and Standards Board (RSSB), London Underground, British Transport Police, and the Office of Rail and Road (ORR).

**Latest year:** 2020-21 (April 2020 to March 2021)

### Contents:

Mainline – p2  
London Underground – p9  
Trams, metro and other non-mainline networks – p13  
Train accidents - p15  
Annexes – p19

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### Next publication:

29 September 2022

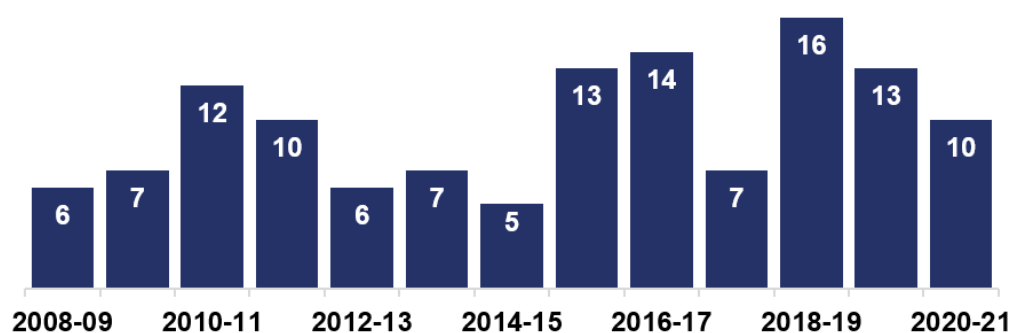
**This release covers rail safety in Great Britain on mainline rail, London Underground, and other non-Network Rail networks (trams, metros, other light rail, minor and heritage railways).**

Rail safety in 2020-21 was affected by the coronavirus (COVID-19) pandemic, with passenger services significantly reduced and new safety measures introduced.

There were 10 **passenger fatalities** in 2020-21, a decrease from 13 in 2019-20. Eight of these occurred on London Underground. Two fatalities occurred on the mainline, one of which was due to the derailment at Carmont in August 2020.

### Passenger fatalities have fallen over the last two years

Passenger fatalities on all rail networks, Great Britain, 2008-09 to 2020-21



There were five **workforce fatalities** in 2020-21, compared with three in 2019-20. All of these occurred on the mainline.

On the mainline, there were five **fatalities at level crossings** involving members of the public in 2020-21 compared with two in 2019-20. The number of **near misses at level crossings with pedestrians** increased to 342, which is the highest since the time series began in 2002-03.

All data tables, a quality and methodology report and an interactive dashboard associated with this release are published on the [rail safety page](#) of the data portal. Key definitions are in annex 1 of this release.

# 1. Mainline railway

Since the start of 2020-21 there has been a substantial reduction in train services and [passenger usage](#). Rail passenger journeys fell to 388 million in 2020-21, which was 22.3% of the 1,739 million journeys made in 2019-20 and represented the lowest level of annual passenger usage since before the time series began in 1872. Railway timetables changed frequently during the different phases of the pandemic and train operators implemented measures to prevent coronavirus transmission.

## Non-workforce fatalities in stations or on trains

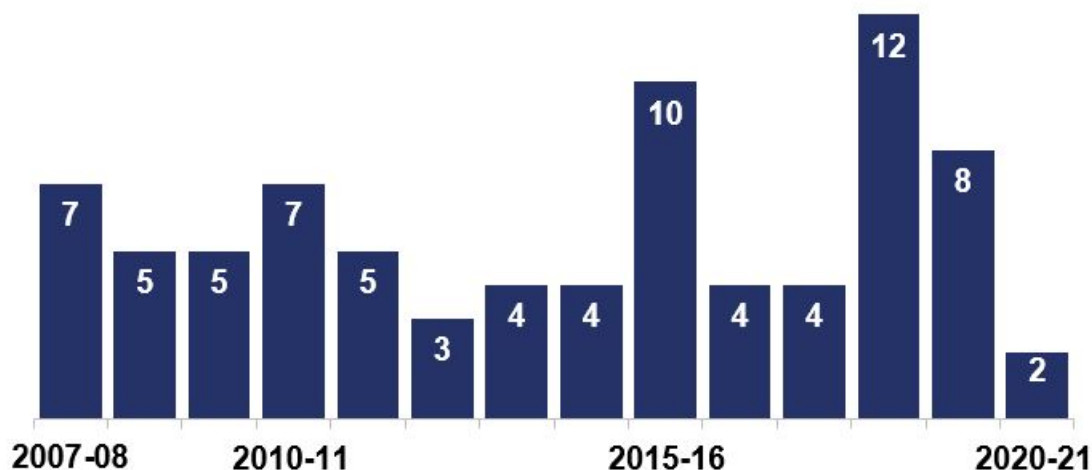
In 2020-21 there were two fatalities to people on trains or in stations. This year saw the first passenger fatality in a train accident since the Grayrigg derailment in 2007. All six vehicles of a passenger train derailed after striking a landslip near Carmont (Scotland) in August 2020. The other passenger fatality occurred at Armadale station (Scotland) in July 2020 when a person fell off the platform and was struck by a train.

Note that mainline fatalities do not include deaths from natural causes (e.g. heart attack, stroke) when on the trains or at the stations.

There is more information on these fatalities in RSSB's [Rail Safety in Context 2020/21 report](#) and [Station Operations 2020/21 report](#).

### Figure 1.1 Two non-workforce fatalities were reported this year.

Mainline non-workforce fatalities in stations or on trains, Great Britain, 2007-08 to 2020-21 (Table 5200)

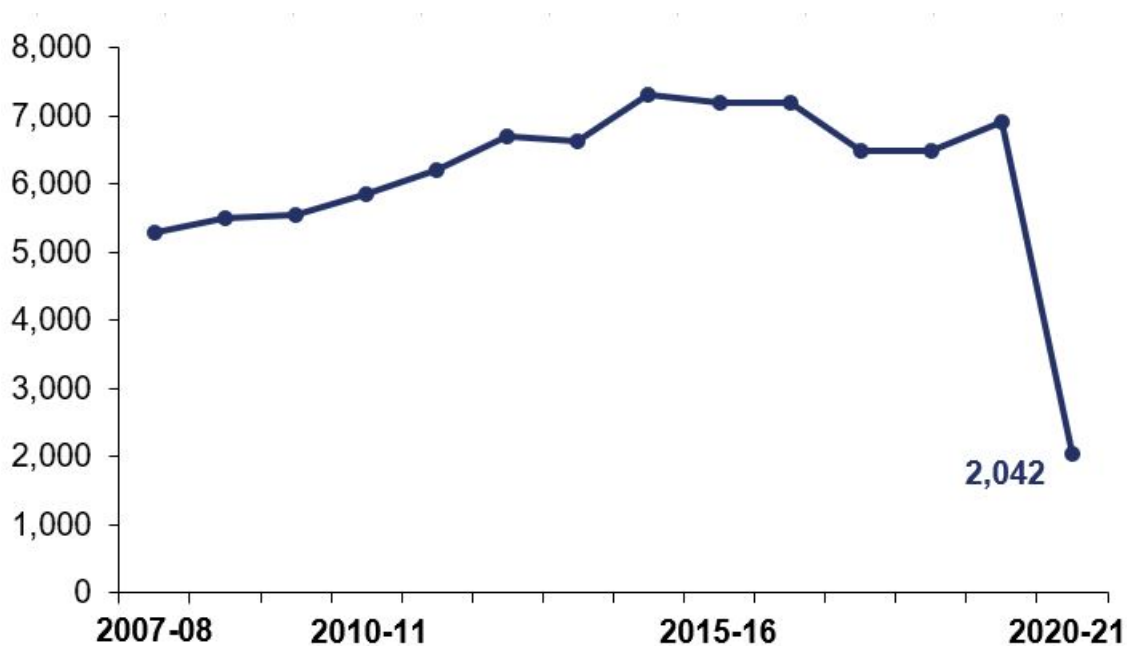


## Non-workforce injuries in stations or on trains

There was a total of 2,042 injuries to passengers and members of the public (non-workforce) in stations or on trains during 2020-21. This was a decrease of 70.5% compared with 2019-20 which was in line with the [reduction in passenger journeys made](#) (down by 77.7%) due to the pandemic.

### Figure 1.2 Mainline non-workforce injuries dropped to a record low this year

Mainline non-workforce injuries in stations or on trains, Great Britain, 2007-08 to 2020-21 (Table 5200)



There were 414 severe injuries where the passengers and members of the public (non-workforce) had to be taken directly to a hospital in 2020-21. This was a decrease of 69.9% compared with 2019-20.

There were 1,628 non-severe injuries to non-workforce in stations or on trains that did not require hospitalisation, a decrease of 70.7% compared with 2019-20.

The numbers of severe injuries in stations by category for 2020-21 are presented in Table 1.1 below.

**Table 1.1 Slips, trips and falls were the main cause of mainline non-workforce severe injuries in stations**

Mainline non-workforce severe injuries in stations, Great Britain, 2020-21

Severe injury category	2020-21
Slips, trips and falls	258
Platform edge incidents	83
Contact with object	19
Assault and abuse	16
Other injuries	1
<b>Total</b>	<b>376</b>

Source: [RSSB Station Operations 2020/21 report and Train Operations 2020/21 report](#). Please note an adjustment factor was applied to accidents at the platform-train interface and on-board trains in stations as part of RSSB's data improvement plan. This has resulted in decimal values and the figures do not equal the total due to rounding.

## Workforce fatalities

There were five workforce fatalities in 2020-21, an increase from three in 2019-20:

- A track worker was fatally struck by a passenger train at Roade in April 2020
- A driver and conductor were killed in the derailment at Carmont in August 2020
- A depot worker was fatally injured at Eastleigh depot in November 2020
- A track worker was fatally struck by a passenger train near Surbiton station in February 2021

There is more information on these fatalities in the interim RAIB (Rail Accident Investigation Branch) reports for [Roade](#), [Carmont](#) and [Surbiton](#).

## Workforce injuries

There was a total of 3,290 workforce injuries in 2020-21, a decrease of 38.4% compared with the previous year.

There were 101 'specified' injuries (RIDDOR reportable injuries to members of the workforce) in 2020-21, which is the lowest number reported since the current time series began in 2007-08.

**Table 1.2 The largest proportion of mainline workforce specified injuries were due to slips, trips and falls**

Mainline workforce specified injuries, Great Britain, 2020-21

Specified injury category	2020-21
Slip, trips and falls	40
Other accidents	24
Contact with object	17
Platform edge incidents	12
On-board injuries	4
Road traffic accidents	3
Manual handling/ awkward body movement	1
<b>Total</b>	<b>101</b>

Source: [RSSB Workforce Safety 2020/21](#)

There were 3,189 other injuries (over 7-day injuries and non-severe) to the workforce in 2020-21, which is a decrease of 39.0% compared with the previous year. This is the lowest figure recorded since the current comparable time series began in 2007-08.

## Public fatalities

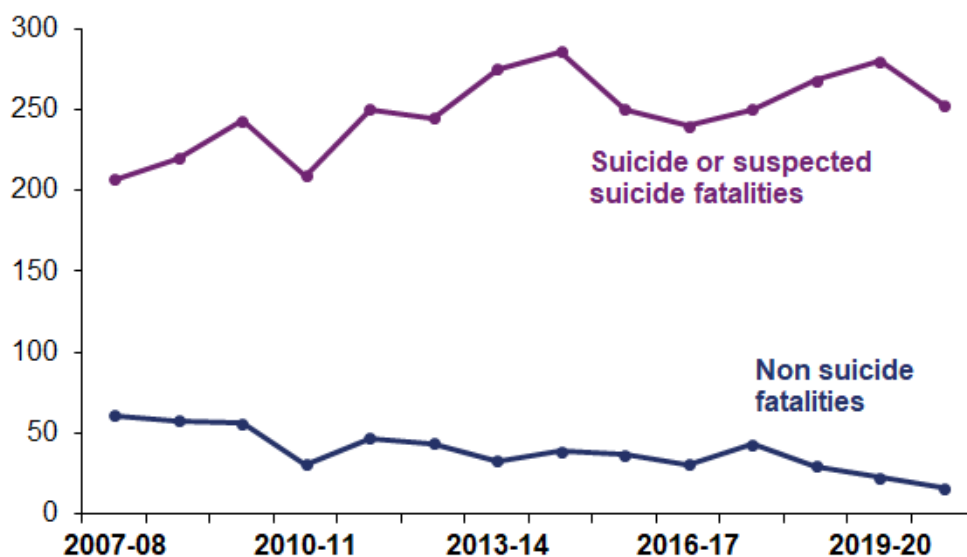
This section refers to fatalities involving members of the public. This includes suicides, trespassing fatalities, and fatalities to people that did not take place in stations or on trains.

There were 253 fatalities as a result of suicide or suspected suicide in 2020-21, down from 280 last year, which was the highest number recorded since 2014-15.

There were 16 non-suicide fatalities in 2020-21. Eleven of these were trespassers, which is the lowest number of trespasser fatalities since the current comparable time series began in 2007-08. Two out of the 11 trespasser fatalities involved children (under 18). The remaining five fatalities were level crossing users, three of which occurred at footpath crossings.

**Figure 1.3 The number of suicide and non-suicide fatalities on the mainline fell this year**

Mainline public fatalities, Great Britain, 2007-08 to 2020-21 (Table 5220)



There is more information on public fatalities and trespass incidents in RSSB's [Rail Safety in Context 2020/21 report](#).

## Passenger and public assault

The number of assaults to passengers and members of the public fell to 3,588 in 2020-21, nearly half that recorded in 2019-20, and the lowest it has been since 2014-15. This was largely attributed to a fall in common assaults (down from 3,139 to 1,415).

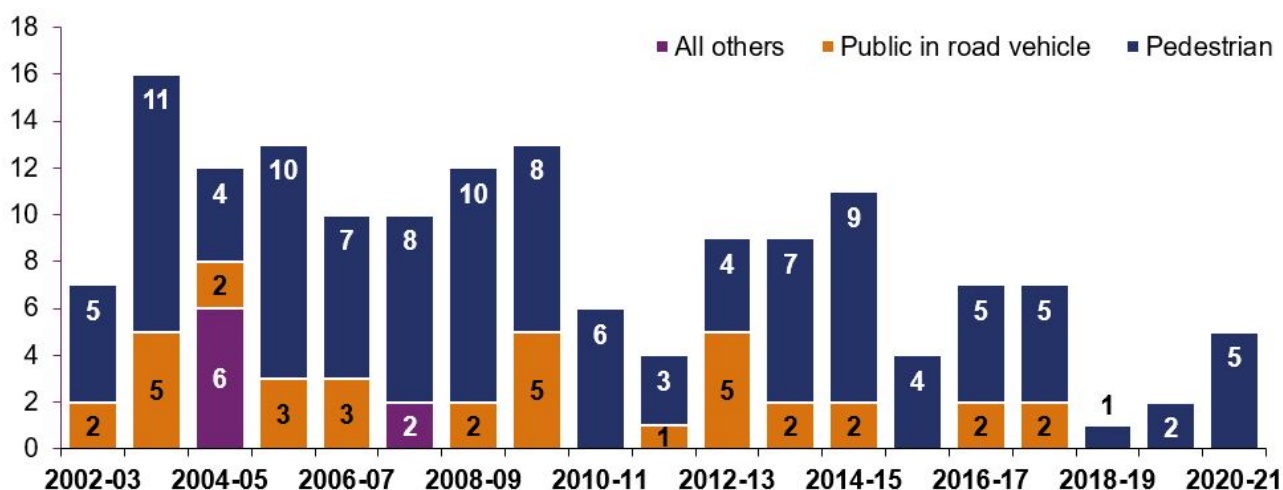
## Level crossings

In 2020-21, there were five fatalities at level crossings, which increased from two recorded last year. They involved four pedestrians and one cyclist as detailed below:

- On 28 April 2020, a male was fatally struck by a passenger train at Woodside footpath crossing.
- On 15 May 2020, a male was fatally struck by a passenger train at Drabbles footpath crossing.
- On 20 November 2020, a road traffic collision occurred between a cyclist and a road vehicle at Botany Bay crossing.
- On 15 December 2020, a female was fatally struck by a passenger train at Queen Adelaide crossing.
- On 22 March 2021, a male was fatally struck by a passenger train at New River footpath crossing.

**Figure 1.4 Pedestrian fatalities at mainline level crossings have increased in each of the last two years**

Mainline fatalities at level crossings by person type, Great Britain, 2002-03 to 2020-21 (Table 5204)

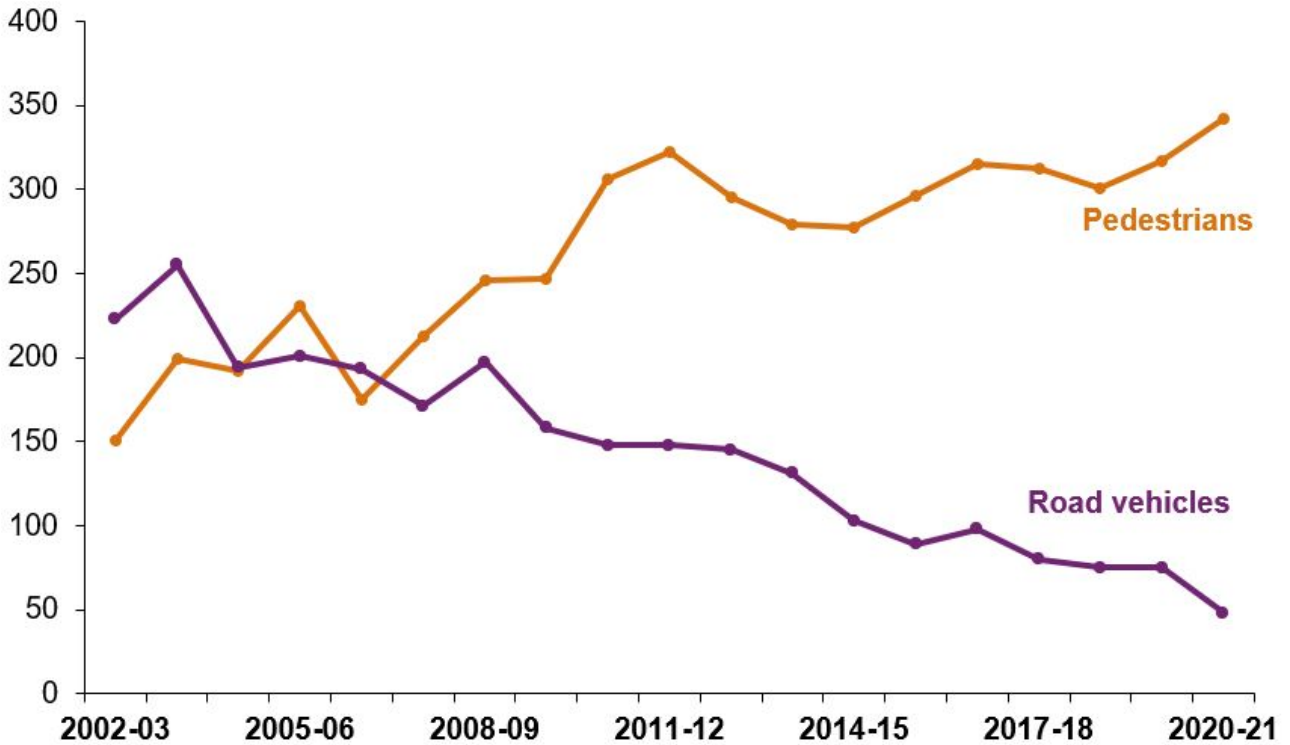


There was an increase to 342 near misses with pedestrians at level crossings, which is the highest level since the time series began in 2002-03, despite reduced train services due to the pandemic.

There were 48 near misses with road vehicles at level crossings, down from 75 in 2019-20 and the lowest level since the time series began in 2002-03.

**Figure 1.5 Near misses with pedestrians at mainline level crossings increased to a record high**

Mainline level crossing near miss incidents by user, Great Britain, 2002-03 to 2020-21 (Table 5244)



There were two train collisions with road vehicles at level crossings in 2020-21, the lowest number reported since the time series began in 2002-03. None of the two train collisions resulted in a train derailment.

There is more information on level crossing fatalities and risks in RSSB's [Level Crossings 2020/21 report](#).



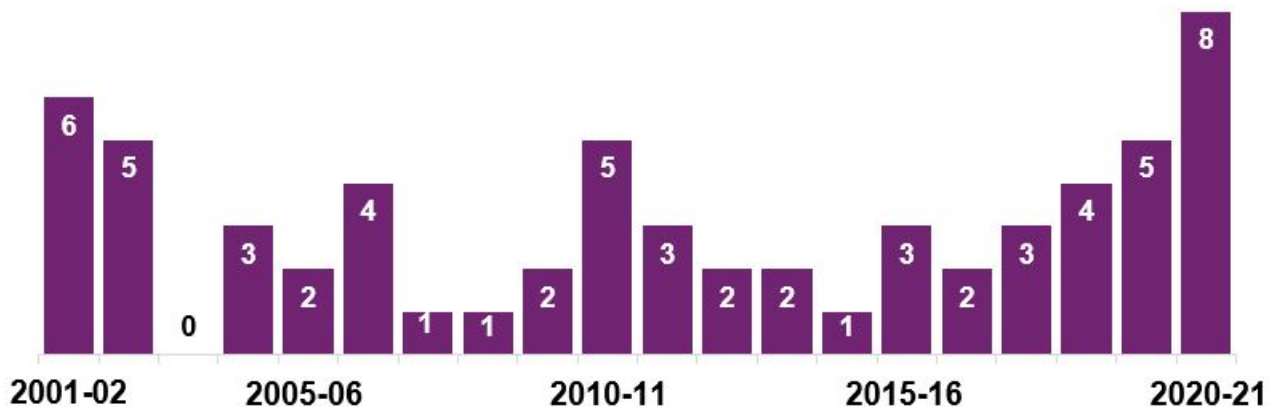
## 2. London Underground

### Passenger fatalities

Journeys on the London Underground fell as fewer people travelled due to the pandemic. Tragically, there were eight passenger fatalities on London Underground in 2020-21, including those from natural causes when either travelling or at a station.

**Figure 2.1 Eight passenger fatalities in 2020-21 was the highest since the time series began**

London Underground passenger fatalities, 2001-02 to 2020-21 (Table 5200)



For more information on safety on London Underground see Transport for London's [Safety, Health and Environment Report 2020/21](#).

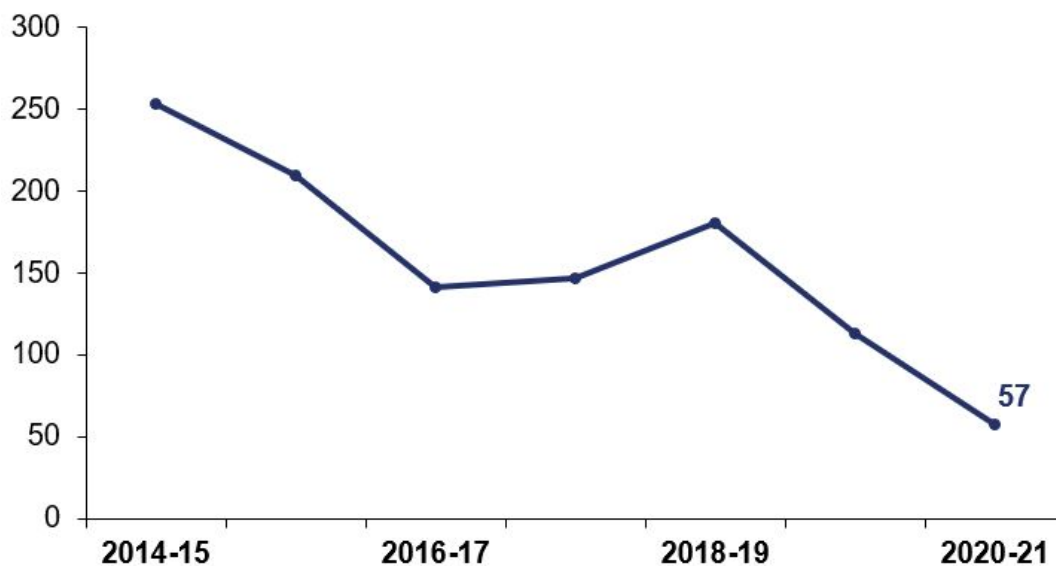
### Passenger injuries

There was a total of 1,248 injuries (severe and non-severe) to passengers in 2020-21. The 76.8% reduction compared with 5,385 in 2019-20 is partly due to reduced travel during the pandemic.

There were 57 severe injuries to passengers in 2020-21. This was a decrease from 113 in 2019-20 and was driven mainly by a reduction in the number of slips, trips and falls.

## Figure 2.2 Severe injuries to passengers fell to a record low

London Underground severe injuries to passengers, 2014-15 to 2020-21 (Table 5230)



There were 1,191 non-severe injuries to passengers in 2020-21, a 77.4% decrease compared with 5,272 in 2019-20. This was largely due to a reduction in the number of slips, trips and falls, which made up over half of all non-severe injuries.

In addition to the physical injuries to passengers, there were 92 shock and trauma incidents in 2020-21, which is the lowest number recorded since 2007-08.

## Workforce fatalities

There were no workforce fatalities in 2020-21. Since the time series began in 2001-02 there has been one fatality, in 2019-20.

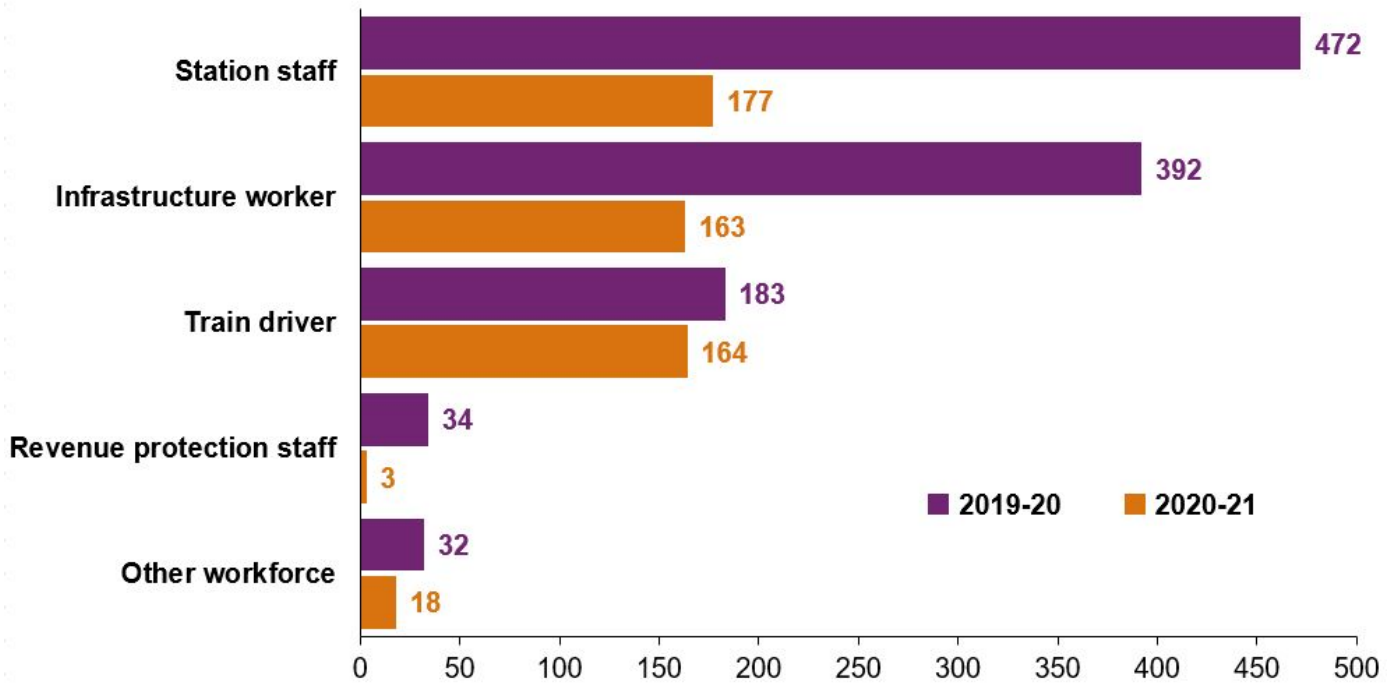
## Workforce injuries

There were 530 injuries (specified, over 7-day and non-severe) to workforce in 2020-21, less than half those recorded in 2019-20.

There were five specified injuries to workforce in 2020-21, a decrease from 10 in 2019-20. There were 525 other injuries (over 7-day and non-severe) to the workforce in 2020-21, which is 52.8% lower than in 2019-20.

**Figure 2.3 Other (over 7-day and non-severe) injuries to London Underground workforce decreased across all worker types**

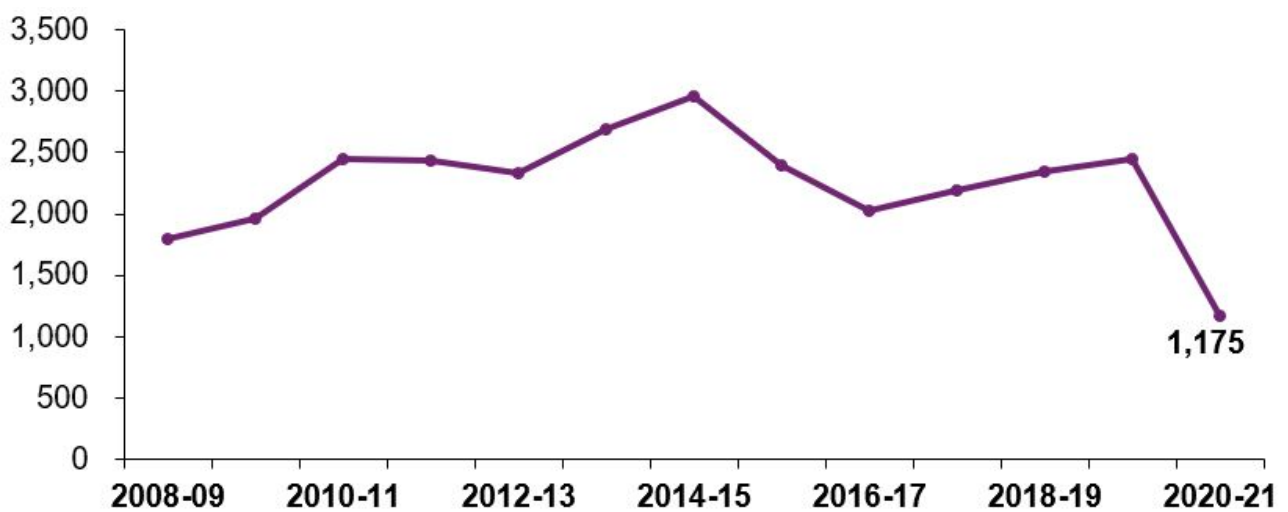
London Underground workforce other injuries by worker type, 2019-20 to 2020-21 (Table 5210)



In addition, there were 1,175 shock and trauma incidents in 2020-21, a reduction of more than 50% compared with 2019-20. The vast majority (85.3%) were station staff.

**Figure 2.4 Workforce shock and trauma incidents fell to a record low**

London Underground workforce shock and trauma incidents, 2008-09 to 2020-21 (Table 5210)



## Public fatalities and injuries

There were 25 suicide or suspected suicide fatalities in 2020-21, which is the lowest number since 2014-15, and the same as last year.

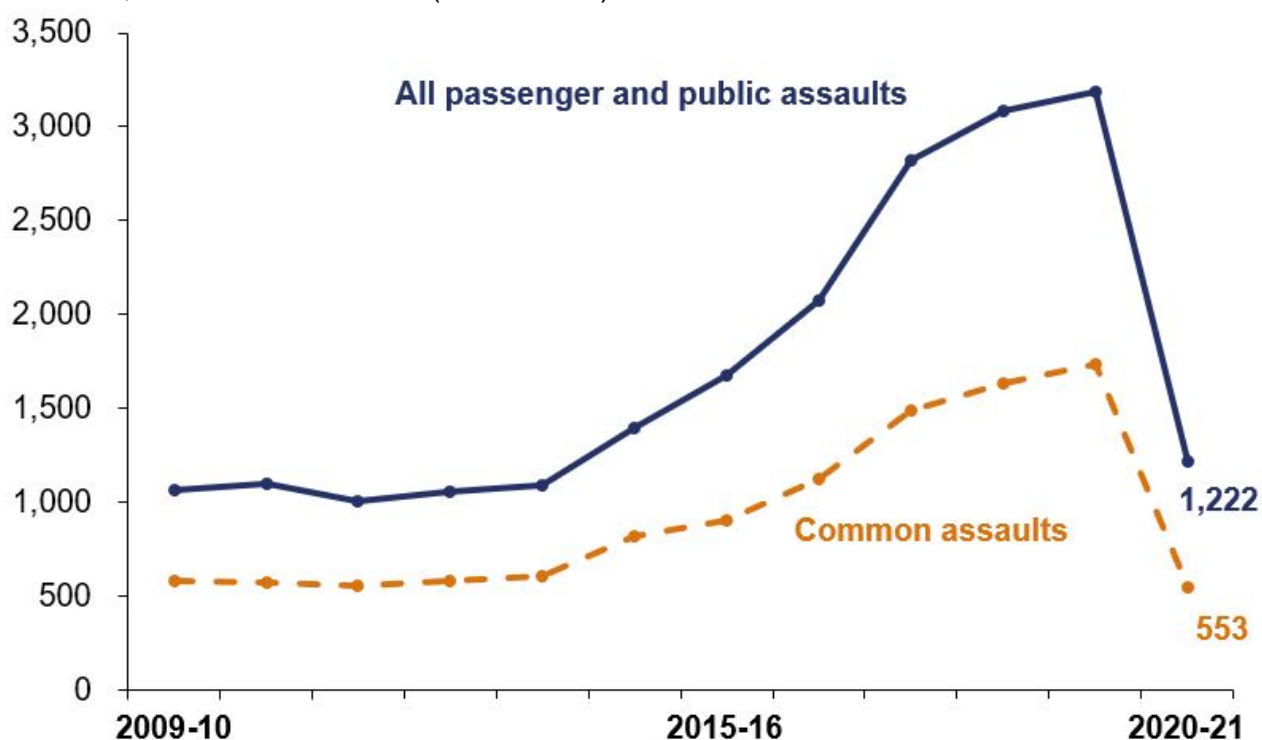
There were three other fatalities in 2020-21, one of which was a trespasser.

## Passenger and public assault

The number of assaults to passengers and members of the public decreased to 1,222 in 2020-21, which is the lowest number since 2013-14. This was largely driven by a fall of more than two-thirds (68.2%) in common assaults.

**Figure 2.5 Passenger and public assault incidents fell to its lowest level since 2013-14**

London Underground passenger and public assault incidents, which included common assaults, 2009-10 to 2020-21 (Table 5206)



There were 27 injuries to members of the public, up from 26 in 2019-20. These included 11 injuries resulting in hospitalisation (down from 14 in 2019-20) and 16 non-severe injuries (up from 12 in 2019-20).

There is more information on crime on London Underground in Transport for London's [Crime and Incident bulletins](#) and the British Transport Police [Annual Report](#) and [Annual statistical bulletin](#).

# 3. Trams, metros and other non-mainline networks

The data in this section covers incidents and fatalities on trams, metros, other light rail, and minor and heritage railways.

## Passenger fatalities

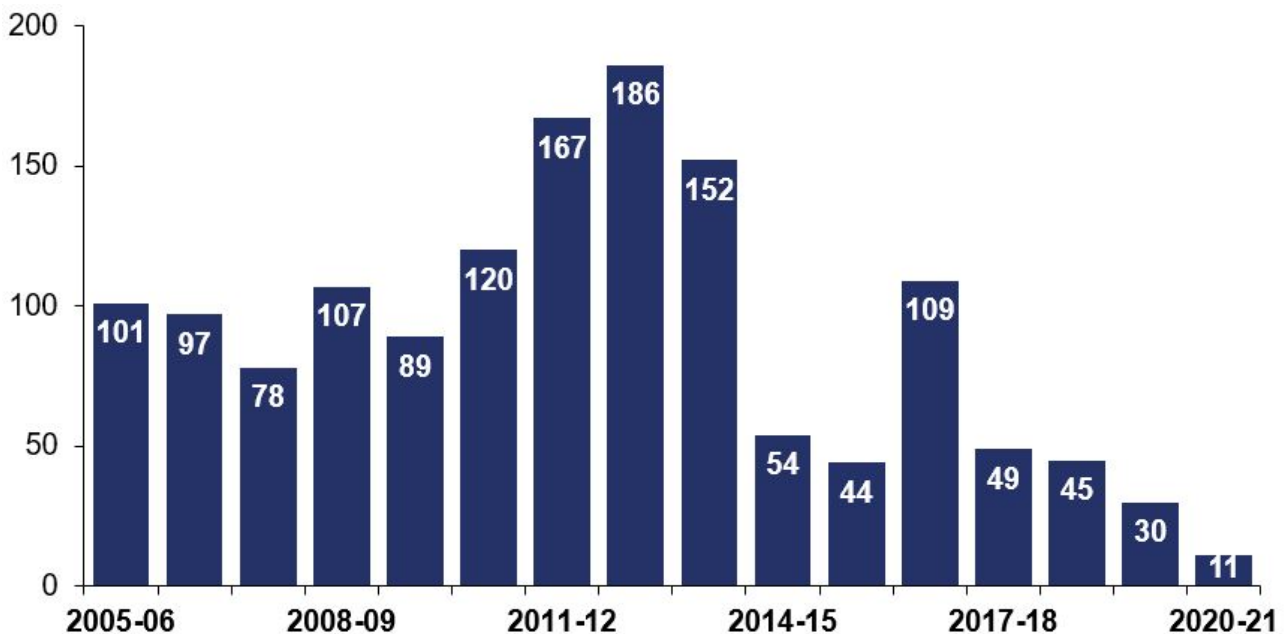
For the fourth year in a row, there were no fatalities to passengers on trams, metros and other non-mainline networks.

## Passenger injuries

In 2020-21, there were 11 severe injuries where a passenger had to be taken directly to hospital. This is the lowest figure since the time series began in 2005-06.

**Figure 3.1 Passenger injuries fell to a record low of 11 in 2020-21**

Passenger injuries on trams, metros and other non-mainline networks, Great Britain, 2005-06 to 2020-21 (Table 5230)



## Workforce fatalities

For the third year in a row, there were no workforce fatalities on trams, metros and non-mainline networks.

## **Workforce injuries**

In total, there were 98 workforce injuries in 2020-21, down by 59 compared with 2019-20. There were 77 severe (over 7-day) injuries and 21 specified injuries in 2020-21, which are both the lowest numbers recorded since 2009-10.

## **Public fatalities and injuries**

In 2020-21, there was one fatality to a member of the public who fell on the East Lancashire Railway line.

Seven members of the public were taken to hospital as a result of an injury in 2020-21. These were four pedestrians and three other members of the public.

# 4. Train accidents

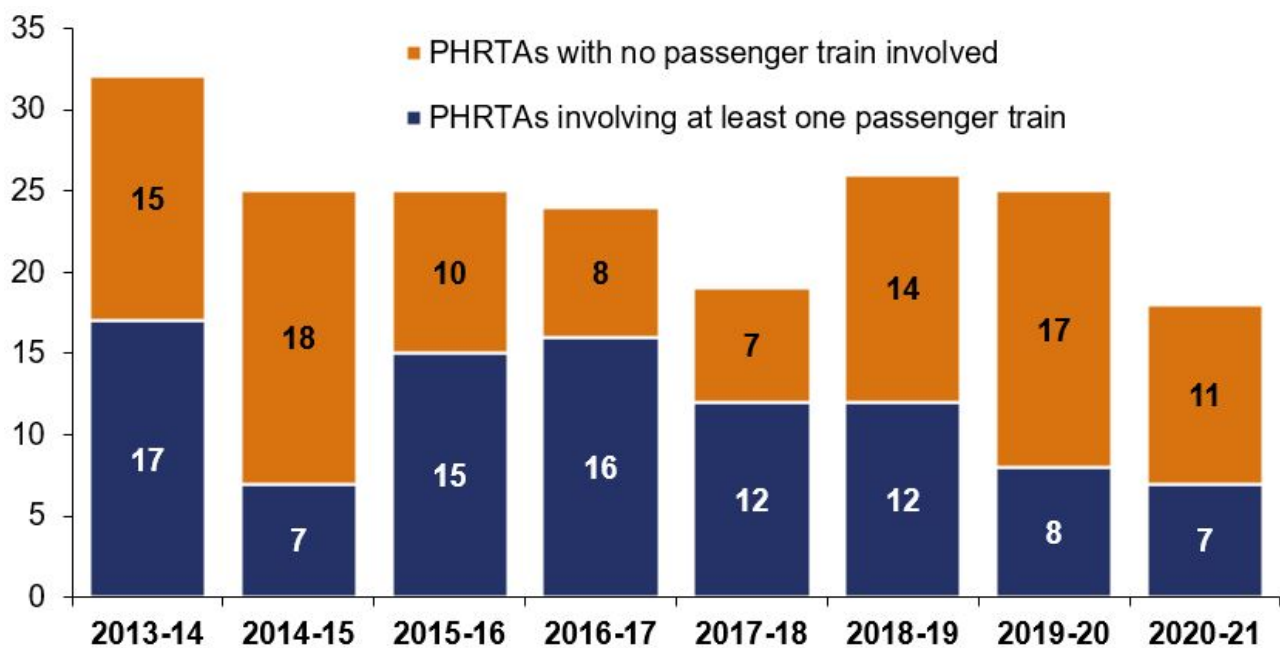
## Mainline

There were 285 train accidents in 2020-21 on the mainline, a decrease of 31.5% compared with 2019-20 and the lowest figure recorded since the time series began in 2002-03.

There were 18 potentially high-risk train accidents (PHRTAs), down by seven compared with the previous year. Seven of these involved at least one passenger train.

**Figure 4.1 Mainline train accidents decreased over the last two years**

Potentially high-risk train accidents (PHRTAs) on the mainline, Great Britain, 2013-14 to 2020-21 (Table 5260)



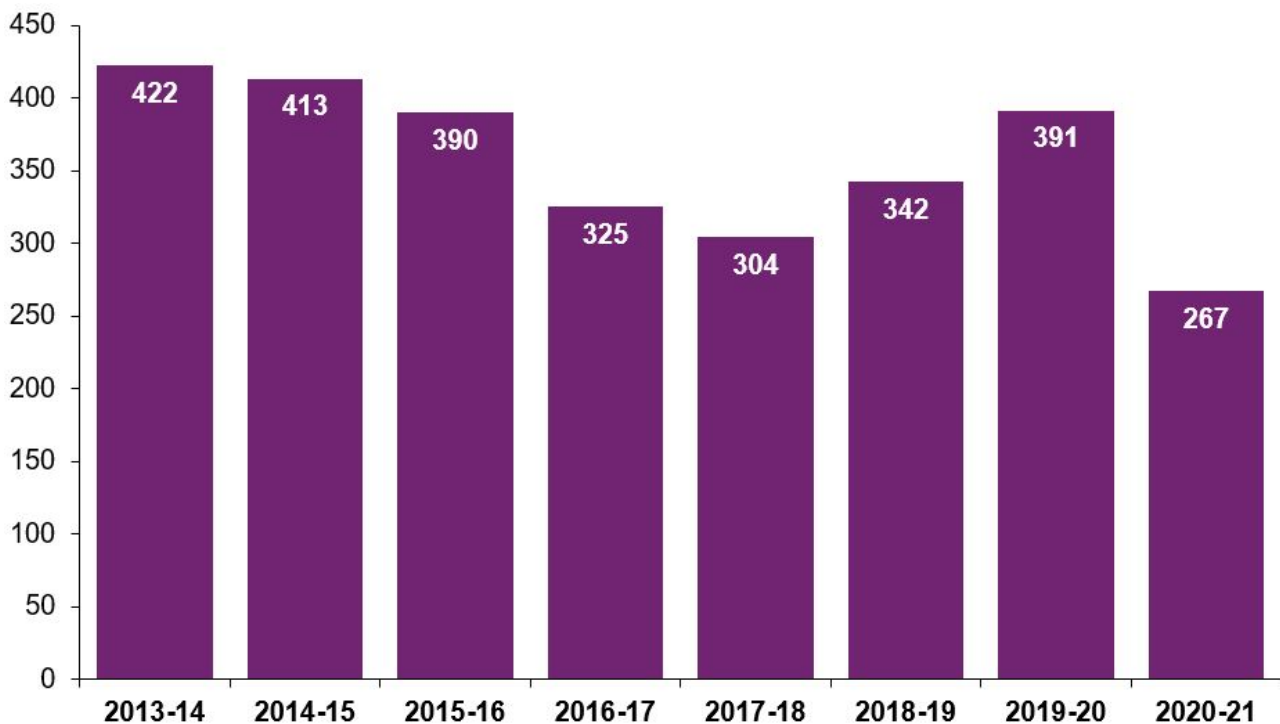
The 18 PHRTAs were:

- 11 derailments (two involving passenger trains)
- 3 collisions between trains (two involving passenger trains)
- 2 collisions with road vehicles at level crossings (one involving a passenger train)
- 1 collision with road vehicles at other locations (involving a passenger train)
- 1 collision with a buffer stop (involving a passenger train)

There were 267 non-PHRTAs in 2020-21, a decrease of 31.7% compared with the previous year. This was largely attributed to the fall in the categories 'striking animals' and 'striking other objects', which together made up more than three-quarters of all non-PHRTAs.

**Figure 4.2 Non-PHRTA mainline train accidents reached a record low this year**

Non-PHRTA train accidents on the mainline, Great Britain, 2013-14 to 2020-21 (Table 5260)



## London Underground

There were five train accidents on the London Underground network in 2020-21, a decrease from 28 in 2019-20. This is the lowest number recorded since the time series began in 2006-07.

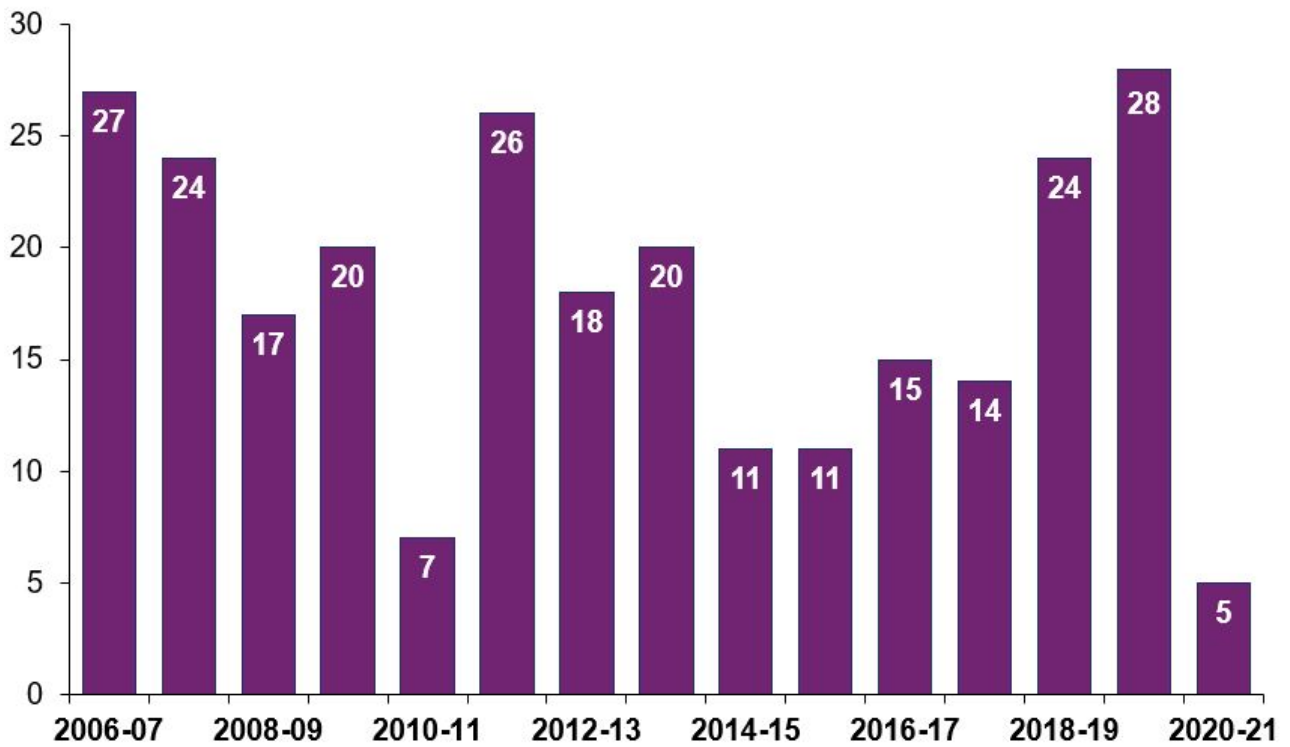
There were two potentially high-risk train accidents (PHRTAs) in 2020-21 which were derailments, neither of which involved a passenger train.

There were three non-PHRTAs in 2020-21, down by 25 compared with the previous year. They all involved at least one passenger train.



**Figure 4.3 London Underground train accidents fell to a low of 5 in 2020-21**

All train accidents (PHRTAs and non-PHRTAs) on London Underground, 2006-07 to 2020-21 (Table 5260)



## Trams, metros and other non-mainline networks

There were 71 train accidents on trams, metros and other non-mainline networks in 2020-21, which is the lowest number since 2013-14, and a fall of 28 compared with 2019-20.

There were 63 potentially high-risk accidents (PHRTAs), a decrease from 94 in 2019-20. Of these, 56 involved at least one passenger train.

The 63 PHRTAs were:

- 51 collisions with road vehicles at other locations (50 involving passenger trains/ trams)
- 7 derailments (four involving passenger trains/ trams)
- 3 collisions between trains (none involving a passenger train/ tram)
- 2 collisions with road vehicles at level crossings (both involving passenger trains/ trams)

There were eight non-PHRTAs in 2020-21, an increase from five in the previous year. They all involved at least one passenger train/ tram.

# 5. Annexes

## Annex 1 – Definitions

- The **mainline rail network** is mainly owned and operated by Network Rail. This includes over 20,000 miles of track and over 6,000 level crossings. There are more than 2,500 mainline stations in Great Britain.
- **London Underground** (also known as the Tube) is operated by London Underground Limited, which is owned by Transport for London. It has 11 lines covering over 400 km and serves 270 stations.
- **Light rail** is an urban transportation system that generally uses electrically powered rail guided vehicles along exclusive rights-of-way at ground level, on raised structures, in tunnels, and in streets. **Tramways** are a specific type of light rail system that have a significant element of the system operating in a highway environment or other public space.
- **Minor and heritage railways** are railways which are ‘lines of local interest’, museum railways or tourist railways that preserve, re-create or simulate railways of the past. This includes any that demonstrate or operate historic or special types of motion power or rolling stock. There are over 200 such railways operating in Great Britain.
- **A passenger** is defined as a person on railway infrastructure who either: intends to travel, is in the process of travelling, or has travelled. This is regardless of whether they have a valid ticket.
- **Members of the public** are defined as neither passengers nor workforce. It includes people who trespass, or who commit (or attempt to commit) suicide. It also includes people using public spaces such as roads, where trams may operate.
- **Workforce** is defined as a person working for the industry on railway activities, either as a direct employee or under contract.
- **Non-workforce** are defined as people who are not part of the rail workforce. Data for the mainline comes from RSSB, who were not able to reliably differentiate between passengers and members of the public for some incidents. Passenger and public incidents that took place on mainline trains or in stations are combined together into non-workforce incidents. This category only applies to mainline, as incidents are divided into passenger and public for London Underground, and trams, metro and non-Network Rail networks.

- **A trespasser** is defined as someone who accesses prohibited areas of the railway, and their actions are due to deliberate or risk-taking behaviour.
- **A pedestrian** refers to a person travelling on foot, on a pedal cycle, on a horse or using a mobility scooter.
- **A level crossing** is where a railway line is crossed by a road or right of way on the level, this means without the use of a tunnel or a bridge.
- A **near miss at a level crossing** can be either a near miss between a train and a person or road vehicle at a level crossing, or any emergency brake application of a train or rail vehicle to avoid striking a person or road vehicle.
- **A PHRTA** is a Potentially Higher Risk Train Accident. These are Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) reportable accidents and are those that have the greatest risk of resulting in physical injuries. Train accidents which have a lower potential for serious consequences are known as **non-PHRTAs**.

## 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.

On 21 January 2021, changes were introduced to the way injuries are categorised and weighted. These changes bring injury categories into line with current RIDDOR requirements. They also help to enable objective categorisation of injury severity, to improve the quality of the information on which safety management decisions are informed.

The ORR has produced [guidance](#) which provides more detail on the types of incidents which are RIDDOR reportable. These statistics also include non-severe injuries (previously called non-RIDDOR reportable minor injuries).

The new injury categories reported in this statistical release are as follows:

- **Fatality** - death occurs within one year of the incident. Fatalities due to natural causes (e.g. heart attack, stroke) when travelling or at the stations are not included in the mainline or non-mainline fatalities data, but they are included in the London Underground fatalities.
- **Specified injury** – RIDDOR reportable injuries to members of the workforce (previously called workforce major injury).

- **Severe injury:**
  - **Severe Hospital:** An injury to any non-workforce (or workforce off-duty) which occurs on or in connection with the transport system, resulting in that person being taken from the site of the accident to a hospital for treatment, in respect of that injury.
  - **Severe over 7-day:** Greater than 7-days lost time due to injury. Injuries to workforce, which are neither fatalities nor specified injuries, and result in the injured person being incapacitated due to that injury from their normal duties for more than seven consecutive calendar days, not including the day of the injury.
- **Non-severe injury** - All other workforce and non-workforce injuries which are neither fatalities, specified, nor severe injuries.
- **Shock and trauma:** shock or traumatic stress affecting any person who has been involved in, or has been a witness to, an event, and not suffered any physical injury.
  - Shock and trauma 7: greater than 7-day lost time shock/ trauma. Any shock/trauma that results in workforce being incapacitated due to shock for their normal duties for more than seven consecutive calendar days, not including the day of the incident.
  - Shock/ trauma: Any other workforce shock/ trauma and all non-workforce shock/ trauma.

Further information on each of these categories and other definitions can be found in the quality and methodology report on the [Rail Safety page](#).

## Annex 2 – Quality and methodology

### Data sources

Data for the mainline rail network, which is mainly owned, run and maintained by Network Rail, is provided by the **Rail Safety Standards Board (RSSB)**. The scope is generally limited to incidents which occurred in stations, on trains or elsewhere on mainline 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.

The data for non-mainline networks are submitted directly to the **Office of Rail and Road (ORR)** in a webform. This includes safety incidents reported by heritage operators, tramways, light rail systems and other operators on non-mainline infrastructure. Data for non-mainline networks is only available from 2005-06.

The data for passenger and public assaults on the mainline rail network is based on **British Transport Police (BTP)** data. RSSB sources the mainline data from BTP and provides it to ORR. BTP has been providing ORR with the London Underground assaults data from 2009-10. Prior to this, London Underground provided their passenger and public assaults data.

### Revisions

There have been revisions to mainline data for the years 2015-16 to 2019-20. The 2019-20 data has been revised due to late reporting of events. Also there has been some changes to RSSB's Safety Management Intelligence System (SMIS) and some adjustments to account for data quality issues which have impacted on the historic data from 2015-16 onwards. Further details on the mainline revisions can be found in the section 4.4 of the [Rail Safety and Standards Board- Annual Health and Safety Report 2020/21 Data Transparency document](#).

There have been revisions to Trams, metros and other non-mainline networks for 2019-20. Details on these and historic revisions can be found in the [Revisions log](#). Information on revisions and data series breaks can be found in the data portal tables.

The rail safety data in this release are comparable to the two related publications by RSSB and ORR mentioned in the 'Other related statistics' section below. Occasional differences may occur due to subsequent updates or revisions to these reports. Reasons for changes to data could include late reporting, changes as a result of further investigations into incidents, or the development of injuries sustained in previously reported incidents.

As part of its improvement plan, ORR will be engaging with the data suppliers to align the injury categories and be more consistent across the data sources. This might lead to revisions in the published data in future.

Further details on revisions, data collection, and the historic background, can be found in the quality and methodology report on the [Rail safety page](#).

## **Annex 3 – List of data tables associated with this release and other related statistics**

### **Data tables**

All data tables can be accessed on the [data portal](#) free of charge in OpenDocument Spreadsheet (.ods) format. We can also provide data in csv format on request.

All tables associated with this release can be found under the Data tables heading at the bottom of the [Rail safety page](#).

### **Fatalities and injuries**

- All fatalities and injuries – Table 5200
- Passenger and public assault – Table 5206
- Workforce fatalities and injuries – Table 5210
- Public fatalities and injuries – Table 5220
- Passenger fatalities and injuries – Table 5230

### **Level crossings**

- Road rail interface fatalities – Table 5204
- Road rail interface bridge strikes – Table 5240
- Road rail interface near miss and misuse incidents – Table 5244
- Road rail interface collisions – Table 5245

### **Train accidents**

- Train accidents by severity – Table 5260
- Train accidents with passenger or workforce fatalities – Table 5265

### **Other tables**

- Broken rails and buckled rails – Table 5250

For quarterly data on Signals Passed at Danger (SPADs) see Table 5255.



## Other related statistics

This release includes information from mainline networks, London Underground, and other non-mainline networks. Some of the data has previously been reported in two publications:

[Rail Safety and Standards Board- Annual Health and Safety Report 2020/21](#) (July 2021)

[Office of Rail and Road- Annual Health and Safety Report](#) (July 2021)

More detailed commentary about specific incidents, trends and background information can be found in these reports. RSSB have also published 13 topic-specific reports, which look at priority risk areas.

There may be minor differences in the mainline and London Underground data in this release compared to the other two publications - see the revisions section and the quality and methodology report on the [Rail safety page](#).

## European Safety Benchmarking

The UK is required to publish Common Safety Indicators (CSIs) data on an annual basis. The CSIs can be used to assess and benchmark the performance of the UK railway and EU member states. The [latest report on rail safety](#) in the EU was published on the ERAIL website in 2020. Following the United Kingdom's departure from the European Union, the ORR will now be responsible for publishing Common Safety Indicators data for Great Britain.

## Annex 4 – ORR’s statistical publications

### Statistical Releases

This publication is part of ORR’s [National Statistics](#) accredited releases, which consist of seven annual publications: **Estimates of Station Usage; Rail Industry Finance (UK); Rail Fares Index; Rail Safety Statistics; Rail Infrastructure and Assets; Rail Emissions; Regional Rail Usage**; and four quarterly publications: **Passenger Rail Performance; Freight Rail Usage and Performance; Passenger Rail Usage; Passenger Rail Service Complaints**.

In addition, ORR also publishes a number of Official Statistics, which consist of four annual publications: **Train Operating Company Key Statistics; Rail Statistics Compendium; Occupational Health**; and four quarterly publications: **Signals passed at danger (SPADS); Delay Compensation Claims; Disabled Person’s Railcard (DPRC); Passenger assistance**.

All the above publications are available on the [data portal](#) along with a list of [publication dates](#) for the next 12 months.

### National Statistics

The United Kingdom Statistics Authority designated these statistics as National Statistics, in accordance with the Statistics and Registration Service 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**.

The majority of these [statistical releases were assessed in 2012](#) and also hold National Statistics status. Since our assessment we have improved the content, presentation and quality of our statistical releases. In addition, in July 2019 we launched our new data portal. Therefore, in late 2019 we worked with the [Office for Statistics Regulation](#) (OSR) to conduct a compliance check to ensure we are still meeting the standards of the Code. On 4 November 2019, [OSR published a letter](#) confirming that ORR’s statistics should continue to be designated as National Statistics. OSR found many positive aspects in the way that we produce and present our statistics and welcomed the range of improvements made since the statistics were last assessed. [Estimates of Station Usage statistics were assessed in 2020](#).

For more information on how we adhere to the Code please see our [compliance statements](#). For more details or to provide feedback, please contact the Statistics Head of Profession (Lyndsey Melbourne) at [rail.stats@orr.gov.uk](mailto:rail.stats@orr.gov.uk).



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