

13 October 2022

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, non-workforce (passengers and other members of the public) and trespassers on the different rail networks. It also covers incidents at **level crossings**, information on **train accidents** and **Signals Passed at Danger (SPADs)**.

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

Latest year: 1 April 2021 to 31 March 2022

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Next publication:
 September 2023

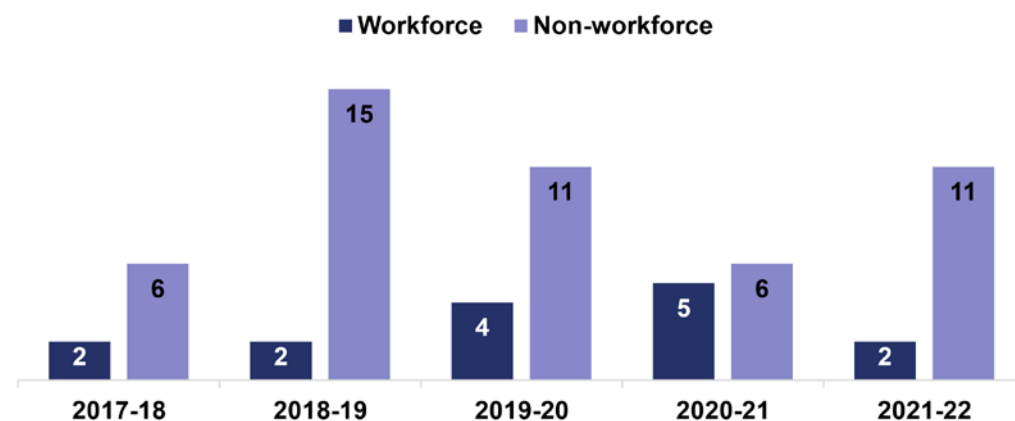
This release covers rail safety in Great Britain on mainline rail, London Underground, and other non-Network Rail networks (trams, metros, other light rail, minor and heritage railways).

Following an external review and user consultation, improvements have been made to this year's statistical release and associated data tables.

There were 11 **non-workforce fatalities** (passenger or public) in the latest year (April 2021 to March 2022), an increase from six in the previous year. These involved six fatalities which occurred in mainline stations, two passenger fatalities on the London Underground and three fatalities from collisions between members of the public and trams.

Figure 1 Non-workforce fatalities have risen after falling for last two years

Workforce and non-workforce (passenger or public) fatalities on all rail networks, Great Britain, annual data, April 2017 to March 2022



There were two **workforce fatalities** on the mainline in the latest year, compared with five in the previous year.

In the latest year, there were also 15 people who died in accidents while **trespassing** on the mainline. There were eight **fatalities at level crossings** (seven pedestrians and one motorcyclist). Both trespassing and level crossings fatalities were up by one compared with the previous year.

All data tables and quality and methodology report 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. Overall harm

Since the pandemic, [passenger journeys](#) have rebounded to 990 million in the latest year (April 2021 to March 2022). This is more than double the 388 million journeys recorded in the previous year and 56.9% of the 1,739 million journeys made in the year April 2019 to March 2020.

Fatalities

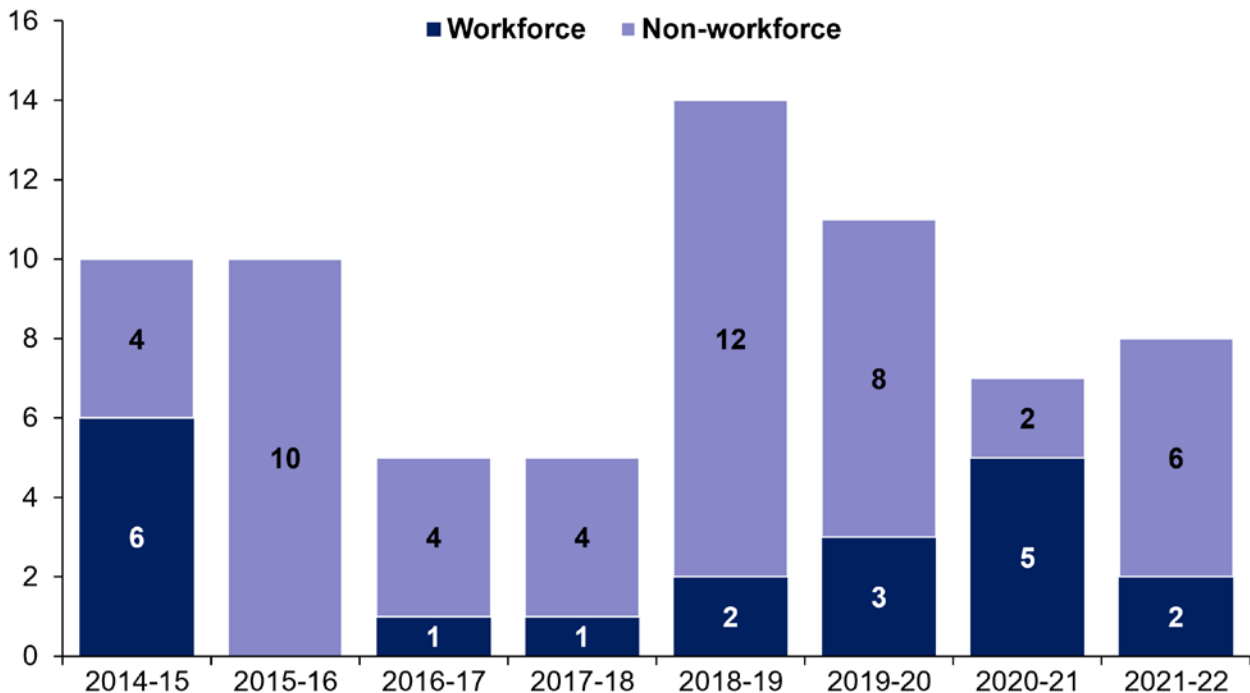
Mainline

In the latest year, there were a total of eight fatalities in workforce and non-workforce (passenger or public) on the mainline (excluding trespass and level crossing fatalities). This included:

- Two workforce fatalities: one involved a road traffic accident and the other a train driver was stuck on a running line;
- Six non-workforce (passenger or public) fatalities: these all occurred in stations.

Figure 1.1 Fatalities on the mainline increased by one compared with the previous year but remains historically low

Mainline workforce and non-workforce (passenger or public) fatalities, Great Britain, annual data, April 2014 to March 2022 (Table 5200)



London Underground

There were a total of two fatalities which involved only passengers in the latest year, compared with four fatalities in the previous year.

Trams, metros and other non-mainline networks

In the latest year, there were three fatalities resulting from collisions between members of the public and trams.

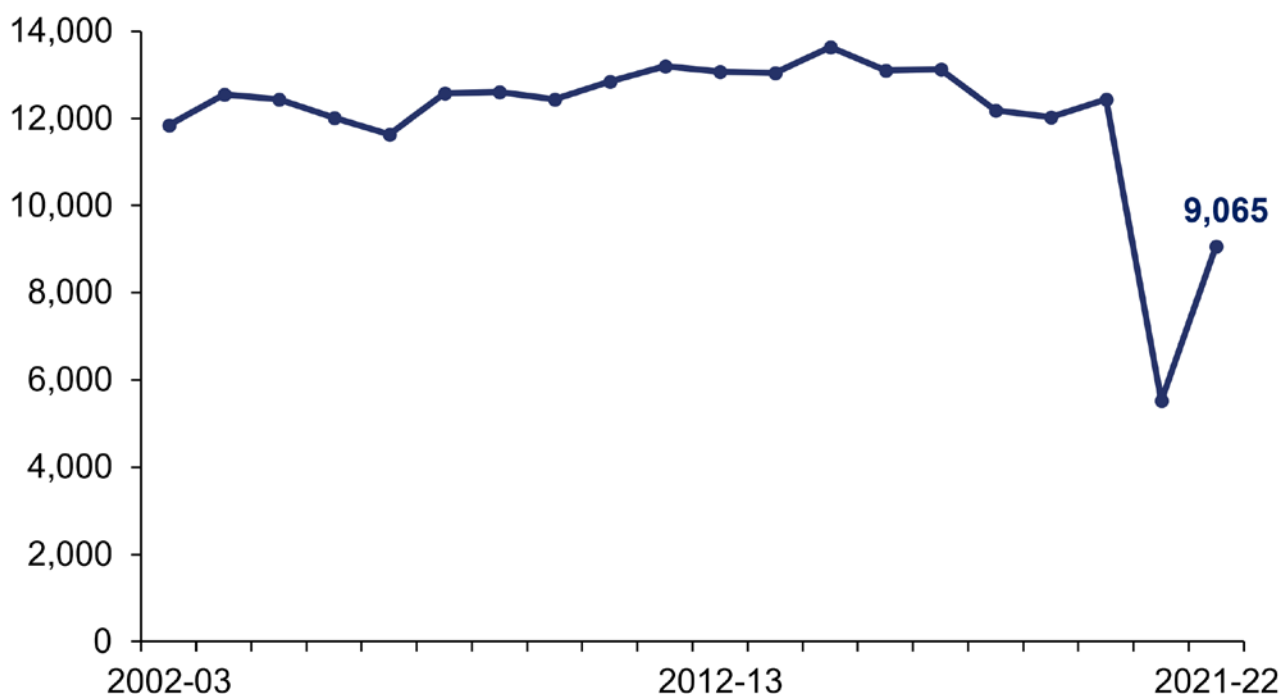
Injuries

Mainline

On the mainline, there were 9,065 workforce and non-workforce (passenger or public) injuries in the latest year, an increase of 64.1% compared with the previous year. In large part, this is due to the increased rail usage as travel restrictions have eased, although the number of injuries is still lower compared with pre-pandemic years.

Figure 1.2 Total injuries to mainline workforce and non-workforce increased in the latest year

Total injuries to mainline workforce and non-workforce (passenger or public), Great Britain, annual data, April 2002 to March 2022 (Tables 5200)



Of the 9,065 injuries, 7,575 were non-severe injuries, an increase from 4,633 recorded in the previous year, but still low compared with over 10,000 non-severe injuries three years ago before the pandemic (April 2019 to March 2020).

London Underground

On London Underground, there were 3,807 workforce and non-workforce total injuries in the latest year. Of these, 3,621 were non-severe injuries, which was more than double the number in the previous year, reflecting the increased usage on London Underground.

Trams, metros and other non-mainline networks

On trams, metros and other non-mainline networks, there were 156 workforce and non-workforce total injuries in the latest year. This was an increase from the 107 recorded in the previous year.

2. Other non-workforce fatalities

Other non-workforce (suicides, trespass, level crossings)

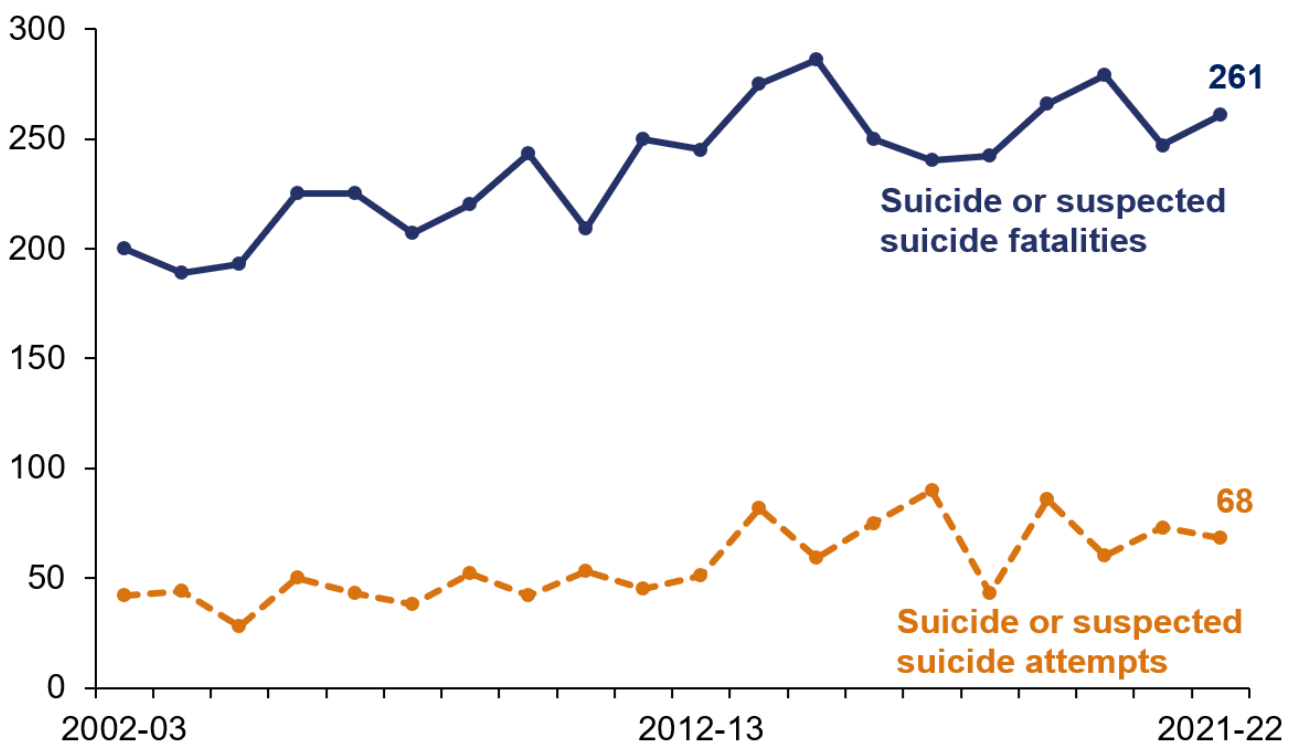
Suicides

Mainline

There were 329 suicide or suspected suicide attempts on the mainline in the latest year, of which 261 were fatalities, an increase of 14 on the previous year.

Figure 2.1 The number of suicide fatalities on the mainline increased in the latest year

Mainline suicide or suspected suicide attempts, Great Britain, annual data, April 2002 to March 2022 (Table 5275)



London Underground

There were 68 suicide or suspected suicide attempts in the latest year, of which 24 resulted in a fatality on the London Underground. This was the lowest number of fatalities since year ending March 2014, and one fewer than the previous year.

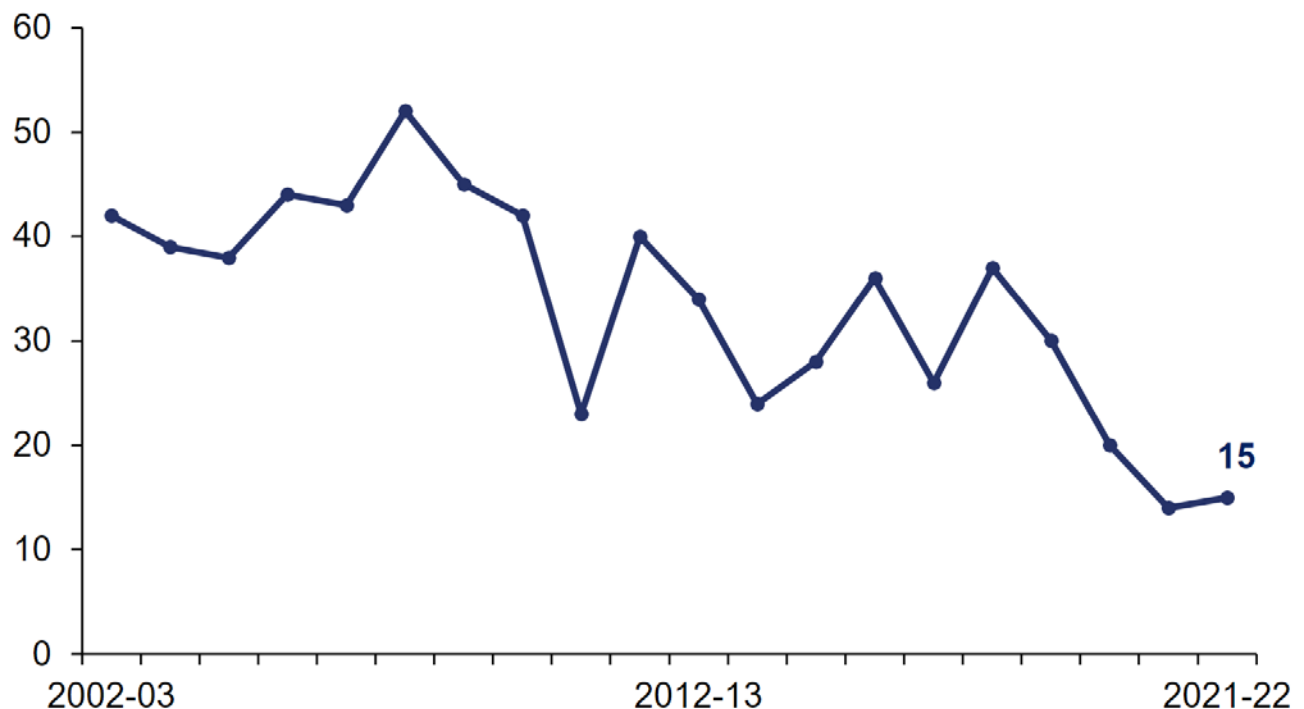
Trespass

Mainline

There were 15 trespass fatalities (excluding suicides) reported in the latest year, one more than in the previous year. Most of the trespass fatalities (80%) were caused by people being struck by trains.

Figure 2.2 Mainline trespass fatalities fell continuously since April 2017 but went up by one in the latest year

Mainline trespass fatalities, Great Britain, annual data, April 2002 to March 2022 (Table 5270)



There were 45 severe injuries to trespassers in the latest year, a 66.7% increase compared with the previous year. Over the same period, there were 25 non-severe injuries for trespassers, up by four compared with the previous year.

London Underground

There were no trespass fatalities on the London Underground in the latest year. There was one severe injury and 12 non-severe injuries to trespassers.

Trams, metros and other non-mainline networks

There were no trespass fatalities or injuries on the non-mainline network in the latest year compared with one fatality and one injury which resulted in hospitalisation in the previous year.

Level crossings

Mainline

There were eight fatalities at mainline level crossings, one more than in the previous year. They involved seven pedestrians and one motorcyclist. Five of the incidents occurred at footpath crossings.

Figure 2.3 Pedestrian fatalities at mainline level crossings have increased in each of the last three years

Mainline fatalities at level crossings by person type, Great Britain, annual data, April 2002 to March 2022 (Table 5204)



Trams, metros and other non-mainline networks

There was one fatality (a pedestrian) at a level crossing on the non-mainline network in the latest year.

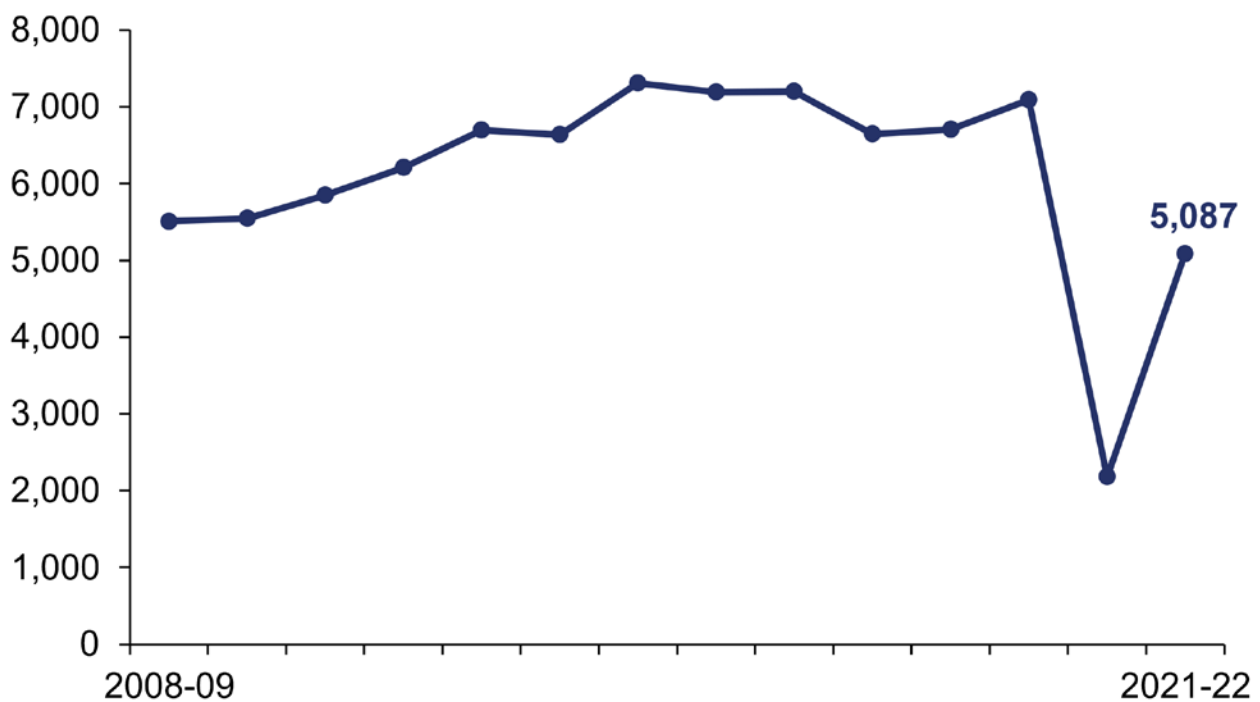
3. Non-workforce injuries

Mainline

There were a total of 5,087 injuries (severe and non-severe) to non-workforce (passenger or public) in the latest year. This was more than double the 2,180 injuries recorded in the previous year, reflecting the [increase in passenger journeys](#) as pandemic restrictions eased off.

Figure 3.1 Mainline non-workforce injuries more than doubled compared with the previous year

Mainline non-workforce injuries in stations or on trains, Great Britain, annual data, April 2008 to March 2022 (Table 5200)



There were 1,048 non-workforce injuries where they had to be taken directly to hospital, and 4,039 non-severe injuries in the latest year.

In addition to the physical injuries, there were 229 shock and trauma incidents in the latest year, which is the highest number recorded since year ending March 2015.

Table 3.1 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, annual data, April 2021 to March 2022

Severe injury category	Number of injuries
Slips, trips and falls	599
Platform edge incidents	210
Contact with object	34
Assault and abuse	29
Other injuries	6
Total	879

Source: [RSSB Station Operations April 2021 to March 2022 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.

London Underground

There were a total of 2,972 injuries (severe and non-severe) to non-workforce (passenger or public) in the latest year. As with the mainline, this was more than double the number of injuries recorded in the previous year.

There were 24 injuries to non-workforce which resulted in those affected being taken directly to hospital, 10 more compared with the previous year. Of these, 18 occurred in stations or at the platform-train interface. Seven of the severe injuries were caused by slips, trips and falls.

There were 2,948 non-severe injuries to non-workforce, more than double that recorded in the previous year. This was largely due to the increase in the number of slips, trips and falls, which made up 60.2% of all non-severe injuries.

In addition, there were six shock and trauma incidents in the latest year, which is the lowest number recorded since the start of the time series in April 2017.

Trams, metros and other non-mainline networks

There were 36 severe injuries where a non-workforce had to be taken directly to hospital in the latest year, an increase of 19 compared with the previous year. Of these, 13 occurred on the running line and at level crossings. The cause of the severe injuries was split between 19 incidents caused by slips, trips and falls and 17 caused by contact with an object or person.

Passenger and public assault

Mainline

There were 6,264 assaults to non-workforce (passenger or public) in the latest year. Common assaults (41.6%) and harassment (35.7%) made up more than three-quarters of the total number of assaults in the latest year.

London Underground

The number of assaults to non-workforce increased to 2,274 in the latest year. This was mainly driven by actual bodily harm, common assaults and harassment which all nearly doubled compared with the previous year.

4. Workforce injuries

Mainline

There were a total of 3,978 workforce injuries (specified, over 7-day and non-severe) in the latest year, an increase of 19.0% compared with the previous year. Rail staff suffered 98 specified injuries (RIDDOR reportable injuries to members of the workforce), which is the lowest figure recorded since the current comparable time series began in April 2007.

Table 4.1 The largest proportion of mainline workforce specified injuries were due to slips, trips and falls

Mainline workforce specified injuries, Great Britain, annual data, April 2021 to March 2022

Specified injury category	Number of injuries
Slip, trips and falls	51
Contact with object	20
Platform edge incidents	8
Other accidents	7
Road traffic accidents	5
On-board injuries	4
Manual handling or awkward movement	2
Electric shock	1
Total	98

Source: [RSSB Workforce Safety April 2021 to March 2022](#)

There were 3,880 other injuries (over 7-day injuries and non-severe) to the workforce; an increase of 19.6% compared with the previous year.

In addition to the physical injuries, there were 806 shock and trauma incidents in the latest year, an increase of 26.5% compared with the previous year. Similar to the non-workforce, this is now equivalent to pre-pandemic levels.

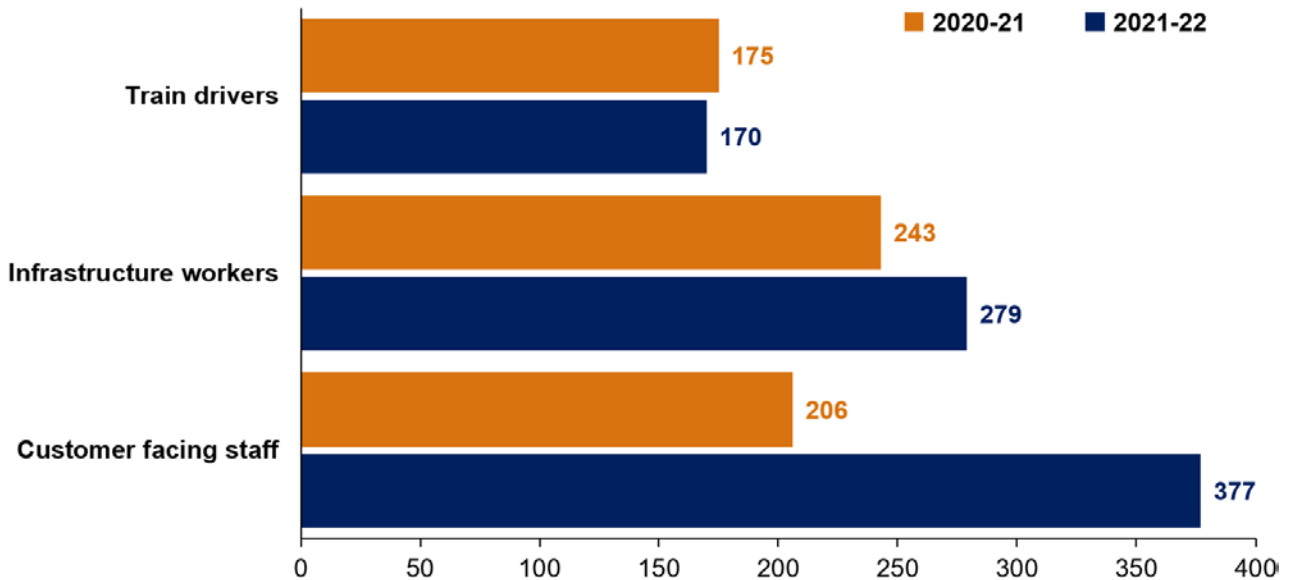
London Underground

On the London Underground there were a total of 835 injuries (specified, over 7-day and non-severe) to workforce in the latest year, an increase of 31.1% compared with the previous year.

There were nine specified injuries to workforce, down from 13 in the previous year, and 826 other injuries (over 7-day and non-severe). Other injuries were 32.4% higher than in the previous year.

Figure 4.1 Customer facing staff suffered the most over 7-day and non-severe injuries in the latest year

London Underground workforce other injuries by worker type, April 2020 to March 2022 (Table 5210)



In addition, there were 186 shock and trauma incidents in the latest year, 23 more compared with the previous year. 59.1% of the incidents involved customer facing staff.

Trams, metros and other non-mainline networks

There were 120 workforce injuries on the non-mainline network in the latest year, up by 30 compared with the previous year. These were 97 severe (over 7-day) injuries and 23 specified injuries. Infrastructure workers suffered half of the total injuries with 60 incidents in the latest year.

5. Train accidents

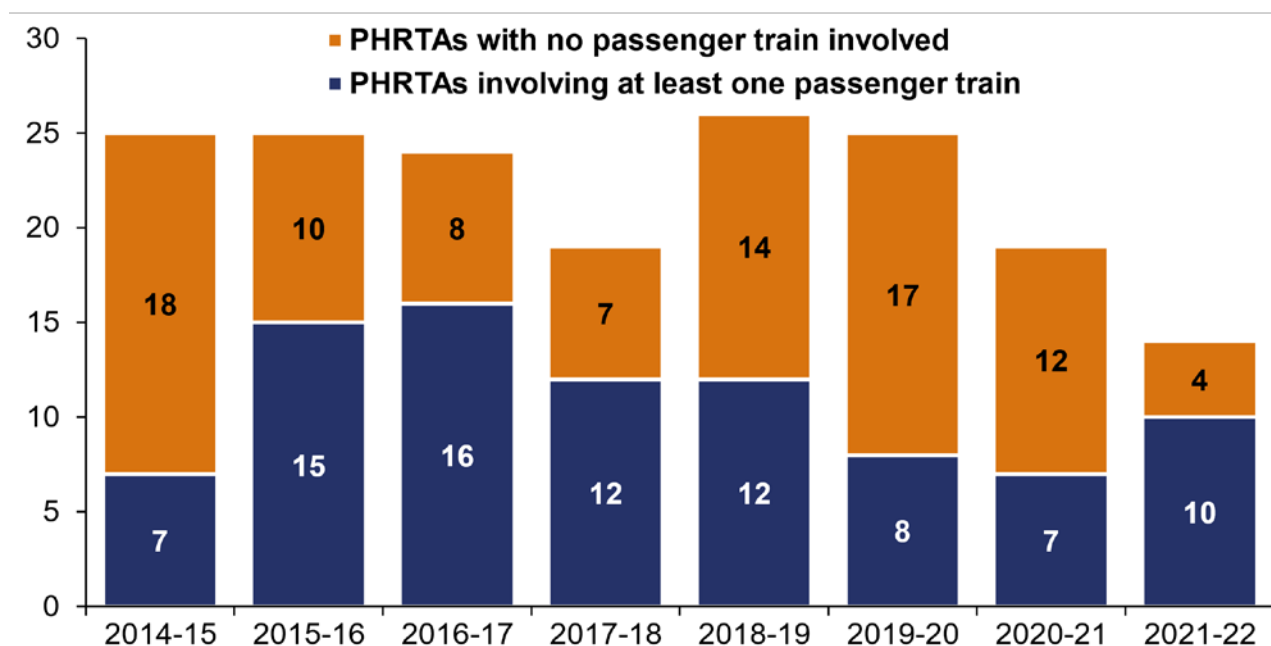
Mainline

There were no train accidents which resulted in workforce or non-workforce fatalities in the latest year. The passenger train derailment near Carmont (Scotland) in August 2020 was the first fatal train accident since the Grayrigg derailment in 2007.

There were 343 train accidents in the latest year on the mainline, an increase of 19.5% compared with the previous year. 14 of these incidents were potentially high-risk train accidents (PHRTAs), down from 19 in the previous year. 10 of these involved at least one passenger train.

Figure 5.1 Total number of PHRTAs has decreased in each of the last three years

Potentially high-risk train accidents (PHRTAs) on the mainline, Great Britain, annual data, April 2014 to March 2022 (Table 5260)



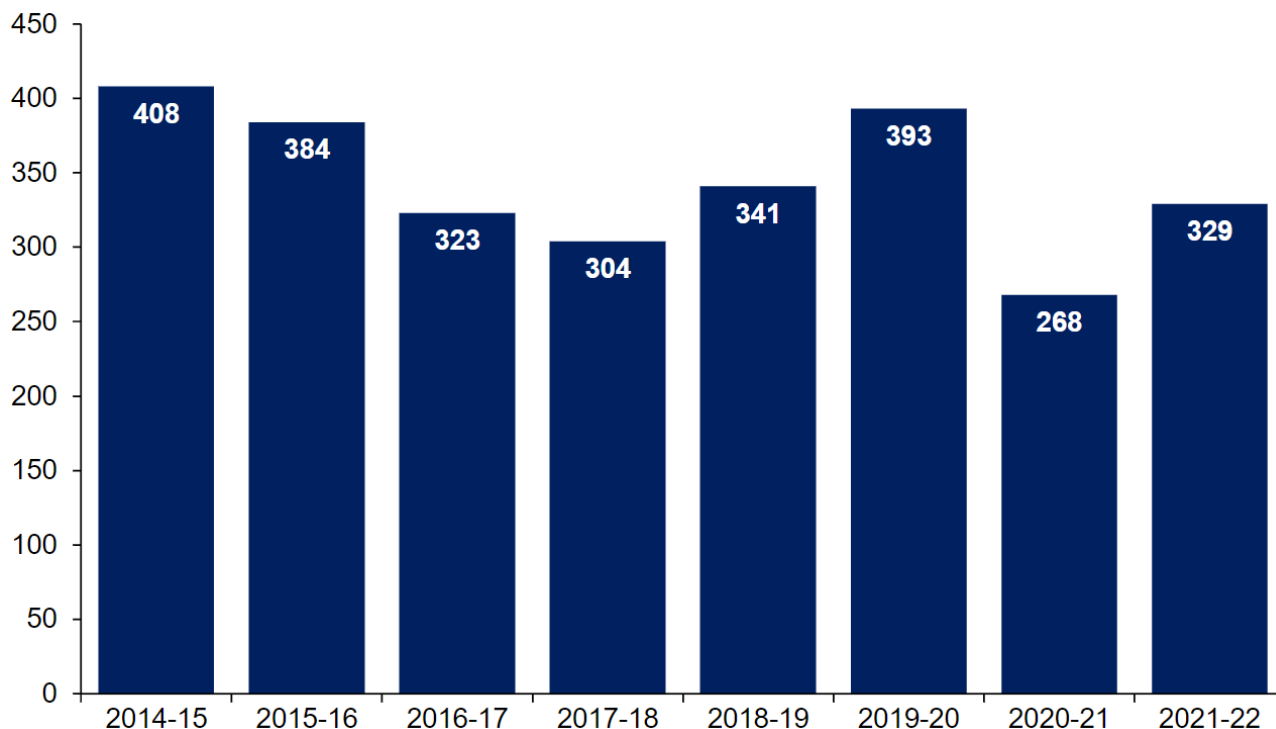
The 14 PHRTAs were:

- 5 derailments (two involving passenger trains)
- 3 collisions with road vehicles at level crossings (two involving passenger trains)
- 2 collisions between trains (two involving passenger trains)
- 2 collisions with road vehicles at other locations (two involving passenger trains)
- 2 collisions with a buffer stop (two involving passenger trains)

There were 329 non-PHRTAs in the latest year, an increase of 22.8% compared with the previous year. This was largely attributed to a rise in trains ‘striking animals’ and ‘striking or running into other objects’, which together made up 72.9% of all non-PHRTAs.

Figure 5.2 Non-PHRTA mainline train accidents returned to pre-pandemic levels following previous year's fall

Non-PHRTA train accidents on the mainline, Great Britain, annual data, April 2014 to March 2022 (Table 5260)



London Underground

There were no train accidents resulting in workforce or non-workforce fatalities in the latest year.

There were seven train accidents on the London Underground network in the latest year, an increase of three compared with the previous year. Five of these were potentially high-risk train accidents (PHRTAs), including three derailments and two buffer stop collisions.

Trams, metros and other non-mainline networks

There were no accidents resulting in workforce or non-workforce fatalities in the latest year.

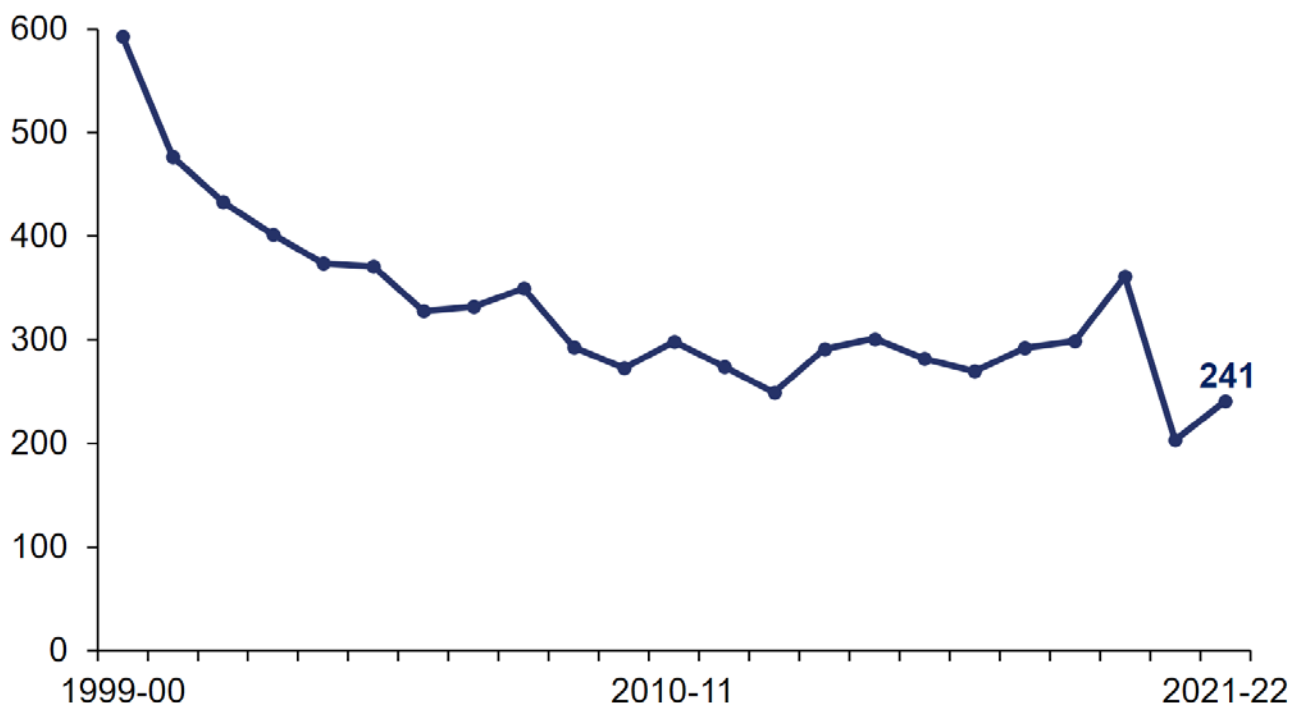
There were 126 train accidents on the non-mainline network in the latest year, an increase of 75.0% compared with the previous year. 115 of these were potentially high-risk accidents (PHRTAs), of which 98 were collisions with road vehicles at other locations where at least one passenger train was involved.

6. Signals passed at danger (SPADs) on the mainline

A signal is passed at danger (SPAD) when a train passes a stop signal when not allowed to do so. SPADs are one of the potential precursors to railway accidents. Since the train protection and warning system (TPWS) was introduced, serious SPAD incidents and the risk arising from SPADs have been greatly reduced.

Figure 6.1 SPADs on the mainline increased to 241 in the latest year

Signals passed at danger on the mainline, Great Britain, annual data, April 1999 to March 2022 (Table 5255)



There has been a gradual drop in SPADs since April 1999 until March 2013 where it increased again. It reached a low of 203 in the year April 2020 to March 2021 (during the pandemic) and increased by 38 to 241 in the latest year.

Data for SPADs are published quarterly in Table 5255.

7. Annexes

Annex 1 – Definitions

- The **mainline rail network** is mainly owned and operated by Network Rail. This includes over 30,000 km of track and over 5,000 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 272 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.
- **Workforce** is defined as a person working for the industry on railway activities, either as a direct employee or under contract. We have categorised the following in workforce:
 - **Customer facing staff:** Includes train crew (except drivers), station staff and any staff that comes into contact with customers whether on train or in station. It also includes revenue protection staff, however the nature of their roles in the mainline and London Underground can differ.
 - **Train drivers**
 - **Infrastructure workers:** A member of workforce whose responsibilities include engineering or technical activities associated with railway infrastructure. This includes track maintenance, civil structure inspection and maintenance, Signalling and telecom renewal or upgrade, engineering supervision, acting as a Controller of Site Safety, hand signaller or lookout, and machine operative
 - **Other workforce:** any other type of workforce not covered by any of the category above.

- **Non-workforce** are defined as people who are not part of the rail workforce. Passenger and public incidents that took place on mainline trains or in stations are combined together into non-workforce incidents.
- **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. They are classified in the non-workforce category.
- **Members of the public** are defined as neither passengers nor workforce. It includes people using public spaces in and around the station and roads where trams may operate.
- **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 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**.
- **Signal passed at danger (SPAD):** An incident where any part of a train has passed a stop signal at danger without authority, or where an in-cab signalled movement authority has been exceeded without authority. A SPAD occurs when the stop aspect, end of in-cab signalled movement authority, or indication (and any associated preceding cautionary indications), was displayed correctly and in sufficient time for the train to stop safely.

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.

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 fatalities data in this statistical release.
- **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 due to shock or trauma. Any shock or trauma that results in workforce being incapacitated for their normal duties for more than seven consecutive calendar days, not including the day of the incident.
 - Shock or trauma: Any other workforce shock or trauma and all non-workforce shock or 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).

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.

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 April 2009. Prior to this, London Underground provided their passenger and public assaults data.

Safety statistics review

ORR commissioned a review of the rail safety statistics to improve the quality and comparability of the data. External consultants engaged with all the data suppliers and proposed a new methodology to improve the comparability and consistency of the statistics across the three data sources by aligning the various categories. ORR presented the changes to its stakeholders and published a user consultation note on the proposed changes on its [user engagement page](#).

This led to new data being supplied for this year's statistical release, based on the new methodology. RSSB were able to provide most of the back series from April 2002 onwards, LUL from April 2017 and data for non-mainline networks is from April 2016.

Following user consultation, we made the following changes to our rail safety data tables:

- Re-defining the person categories as workforce, non-workforce (passengers or public) and non-workforce (trespassers)
- Creating new consistent categories for workforce type
- Creating new consistent categories for cause of non-workforce harm
- Publishing a new table for the number of fatalities and injuries for trespassers
- Publishing a new table for the number of suicides or suspected suicides

- Expanding the tables on non-workforce harm to include location of incidents
- Dropping the tables on bridge strikes (table 5240), number of collisions with gates, barriers and road vehicles (table 5245), and near misses and misuse incidents (table 5244) due to low use and data not consistently available across all three data sources and with RSSB providing most of the data which is published in their [Annual Health and Safety Report](#).

Revisions

Following the safety statistics review there have been revisions to previously published data. Details of previous revisions can be found in the [Revisions log](#).

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. 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.

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 harm – Table 5210
- Non-workforce harm by location of incident – Table 5220
- Non-workforce harm by cause – Table 5230
- Fatalities and injuries for trespassers – Table 5270
- Harm caused by suicides or suspected suicides – Table 5275

Level crossings

- Road rail interface fatalities – Table 5204

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 the mainline network, London Underground, and other non-mainline networks. Some of the data has previously been reported in two other publications:

[Rail Safety and Standards Board: Annual Health and Safety Report April 2020 to March 2021](#) (July 2022)

[Office of Rail and Road: Annual Health and Safety Report on Britain's railways, 2021 to 2022](#) (July 2022)

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 quality and methodology report on the [Rail safety page](#).

European Safety Benchmarking

ORR is required to assess annual safety performance of Great Britain's mainline railways and the achievement of safety targets. This assessment uses a common set of railway safety data, the Common Safety Indicators (CSIs). CSIs can be used to benchmark the performance of GB railways and other European countries. The [latest CSI report for GB for was published](#) by ORR in May 2022.

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.



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