Rail safety
April 2024 to March 2025

23 October 2025

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 Limited, British Transport Police, and the Office of Rail and Road (ORR).

Latest year: 1 April 2024 to 31 March 2025

Contents:

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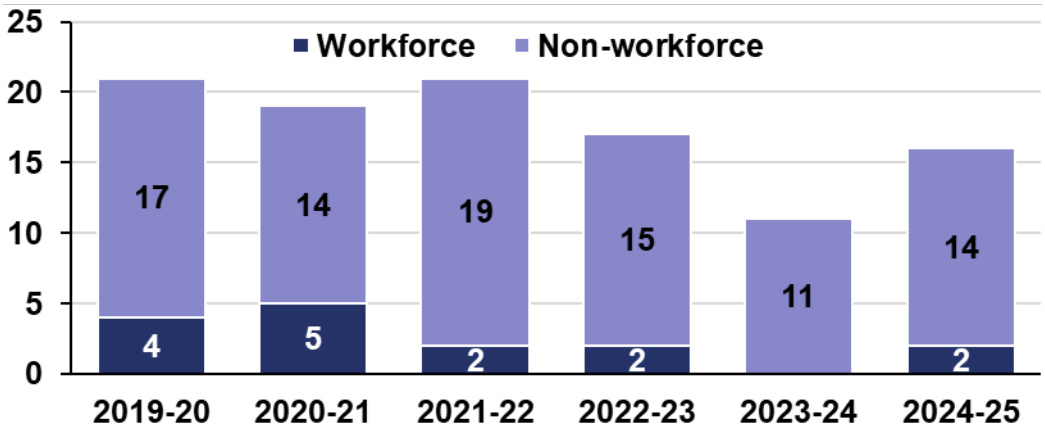
Next publication:
September 2026

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

There were **14 non-workforce (passenger or public) fatalities** (including level crossings fatalities) in the latest year (April 2024 to March 2025), an increase of three compared to the previous year. These included 11 fatalities which occurred on the mainline network and three passenger fatalities on the London Underground. There were **two workforce fatalities** in the latest year. One was on the mainline following an assault in a station. The second fatality was on the non-mainline network due to a fall.

Figure 1 Non-workforce and workforce fatalities have increased in the latest year

Workforce and non-workforce (passenger or public) fatalities on all rail networks, Great Britain, annual data, April 2019 to March 2025



In addition to the fatalities referenced above, **22 people died in accidents while trespassing** on the rail network**,** up from 12 in the previous year. These included 17 on the mainline, four on the London Underground and one on other non-mainline networks.

In the latest year **320 people died as a result of suicide or suspected suicide** on the mainline and the London Underground network.

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 ORR data portal. Key definitions are in Annex 1 of this release.

1. Overall harm

Passenger journeys on Great Britain's railway network continued to increase and reached a provisional figure of over 1.7 billion passenger journeys on the mainline railway in the latest year (April 2024 to March 2025). This is an increase of 7% compared with the previous year. Passenger journeys in the latest year were at a similar level to five years ago (pre-pandemic).

Fatalities

Under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR), it is required to report fatalities that arise out of or in connection with work, including deaths of workforce and non-workforce. For more detail on the types of injuries, disease and dangerous occurrences covered by RIDDOR please see the Health and Safety Executive website.

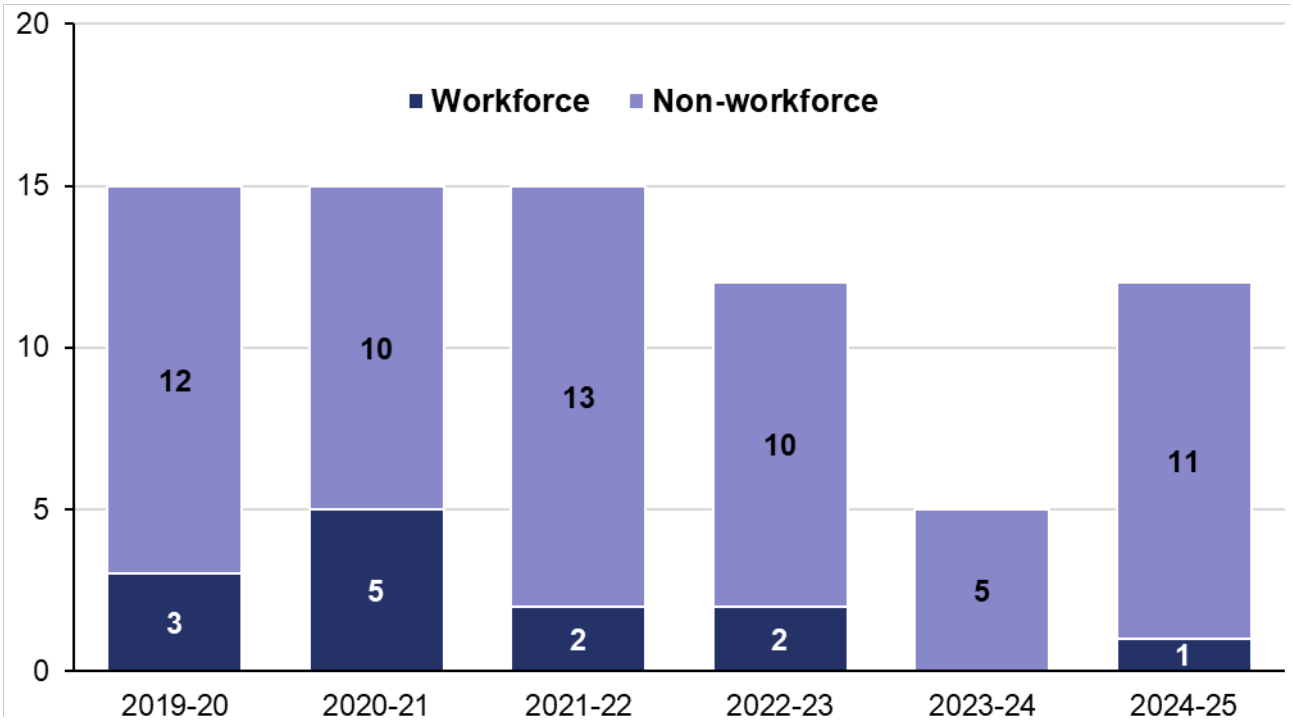
Mainline

In the latest year, there were a total of 12 fatalities in workforce and non-workforce (passenger or public) on the mainline (excluding trespass fatalities). This included:

- one workforce fatality, following an assault at a station;
- eight non-workforce (passenger or public) RIDDOR reportable fatalities including three fatalities which occurred at the platform-train interface, three at level crossings/running lines and two on-board trains;
- three non-workforce (passenger or public) non-RIDDOR reportable fatalities which included two fatalities at level crossings/running lines and one in the station.

Figure 1.1 Fatalities on the mainline increased by seven compared with the previous year

Mainline workforce and non-workforce (passenger or public) fatalities, Great Britain, annual data, April 2019 to March 2025 (Table 5200)



London Underground

There was a total of three passenger fatalities (excluding trespass fatalities) on the London Underground in the latest year. They included two RIDDOR reportable fatalities and one non-RIDDOR reportable fatality. These fatalities occurred at the platform-train interface, on the running line and in the station, respectively.

Trams, metros and other non-mainline networks

In the latest year, there was one workforce fatality on trams, metros and other non-mainline networks. This was caused by a fall from height.

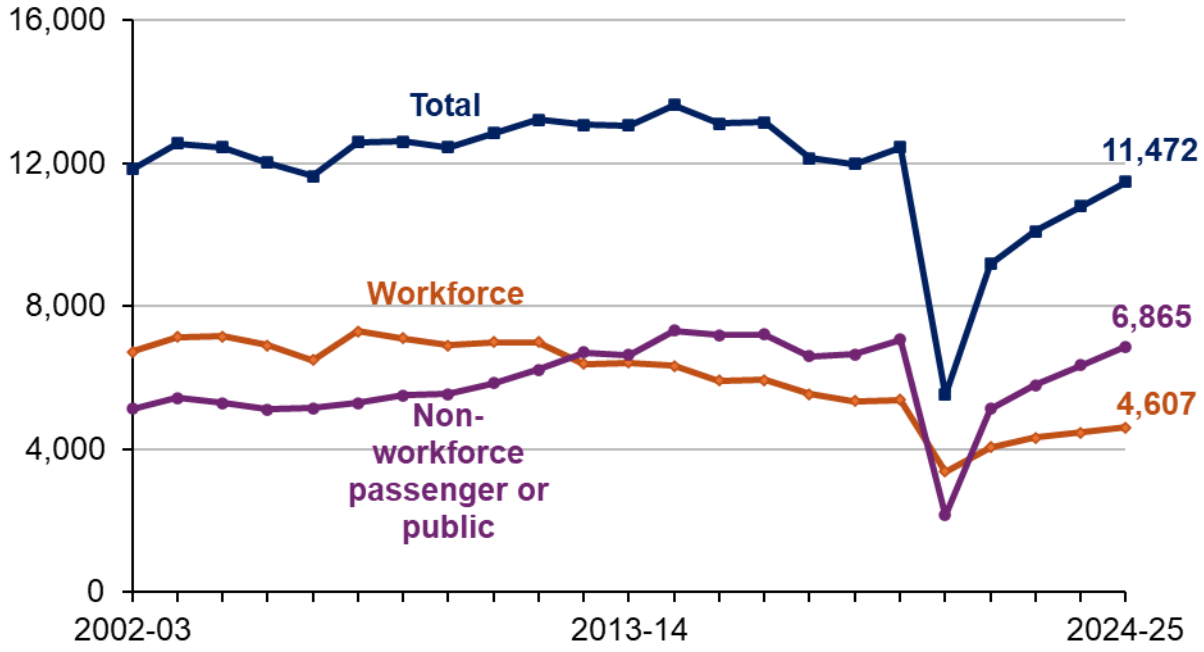
Injuries

Mainline

There were 11,472 workforce and non-workforce (passenger or public) injuries in the latest year on the mainline, an increase of 6% compared with the previous year. The number of injuries remained lower than pre-pandemic years, but has continued to increase over the last four years.

Figure 1.2 Total injuries to mainline workforce and non-workforce have increased each year post-pandemic

Total injuries to mainline workforce and non-workforce (passenger or public), Great Britain, annual data, April 2002 to March 2025 (Table 5200)



Non-workforce (passenger or public) injuries, which account for nearly 60% of the total injuries, increased by 8% in the latest year. Severe injuries in the non-workforce increased by 5% to 1,254 and non-severe injuries increased by 9% to 5,611.

London Underground

There were 4,941 workforce and non-workforce injuries on the London Underground in the latest year, a decrease of 4% compared with the previous year. This was largely attributed to the decrease of 4% of non-severe injuries in the non-workforce and a decrease of 9% of non-severe injuries in the workforce in the latest year.

Trams, metros and other non-mainline networks

There were 164 workforce and non-workforce injuries on trams, metros and other non-mainline networks in the latest year, an increase from the 117 recorded in the previous year. Of these, 140 were severe injuries, an increase of 40 on the previous year.

2. Public behaviour

Level crossings

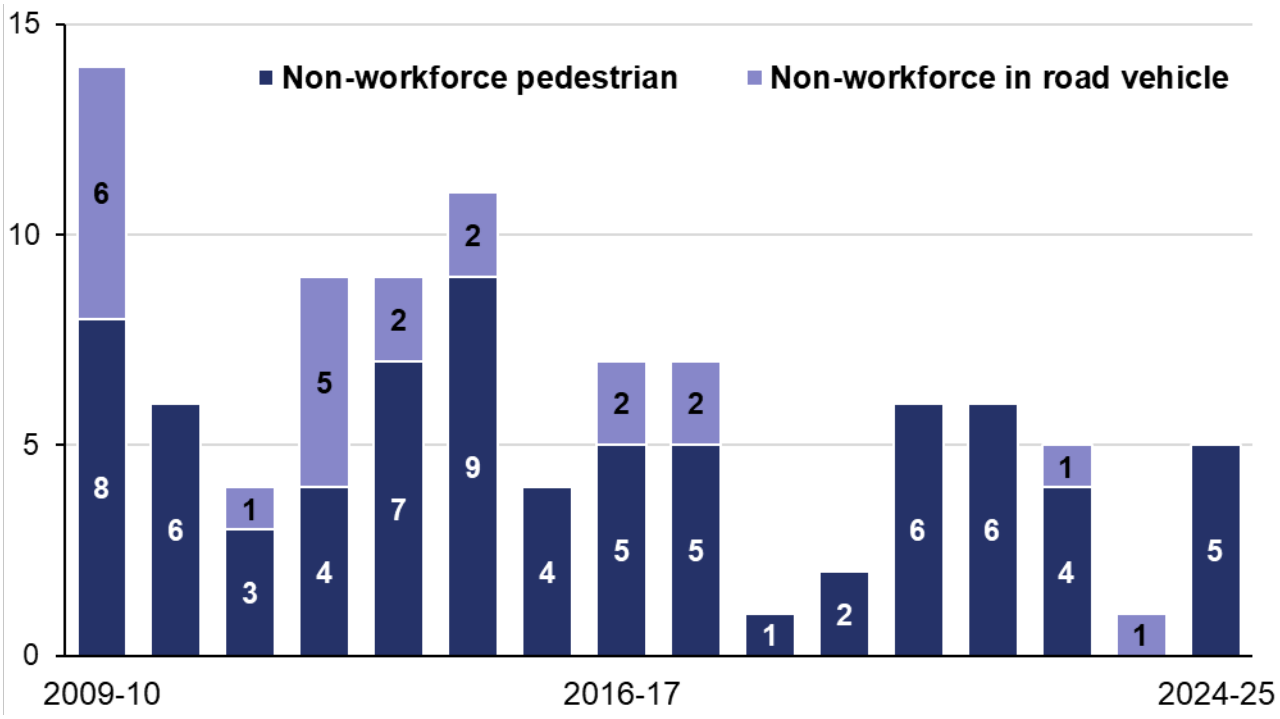
The level crossings fatalities below are included in the non-workforce fatalities presented earlier in this release.

Mainline

There were five fatalities involving pedestrians at mainline level crossings, four more fatalities than in the previous year.

Figure 2.1 There were five pedestrian fatalities at mainline level crossings in the latest year

Mainline fatalities at level crossings by person type, Great Britain, annual data, April 2009 to March 2025 (Table 5204)



Trams, metros and other non-mainline networks

There were no level crossing fatalities in the latest year on other non-mainline networks.

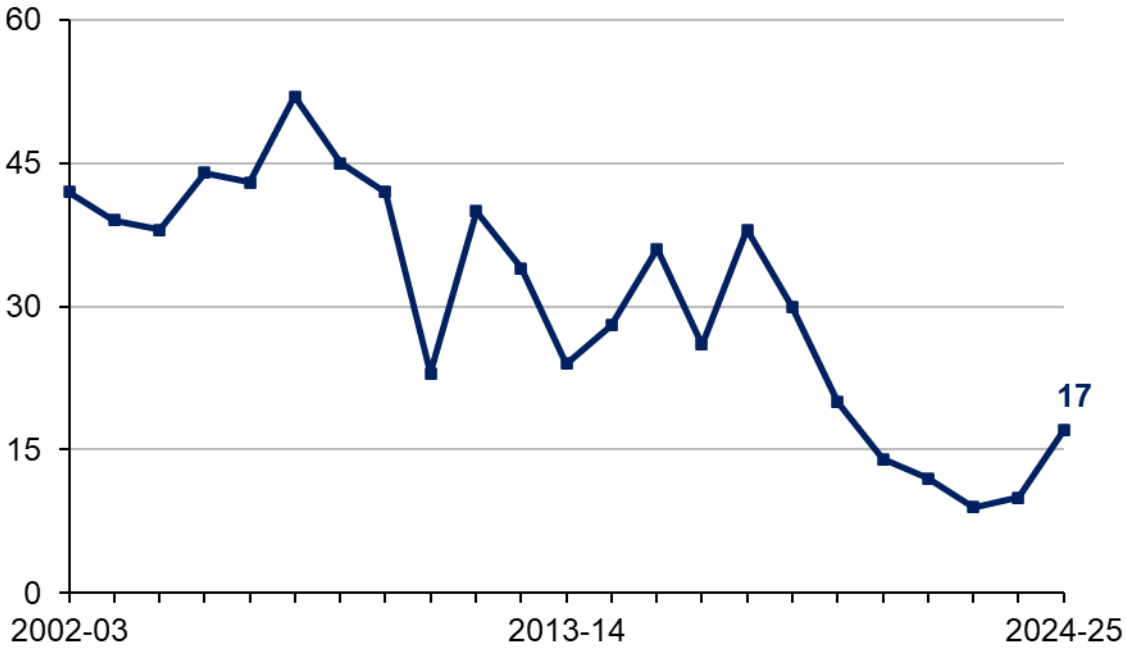
Trespass

Mainline

In the latest year, there were 17 trespass fatalities (excluding suicides) reported on the mainline, an increase of seven compared with the previous year. Ten of these were caused by people being struck by trains, four were due to electrocution and the remaining three from falls. Of the 17 trespass fatalities, 11 were RIDDOR reportable and the remaining six were non-RIDDOR reportable.

Figure 2.2 Trespass fatalities increased over the last two years after decreasing in the previous five years

Mainline trespass fatalities, Great Britain, annual data, April 2002 to March 2025 (Table 5270)



There were 85 severe injuries to trespassers in the latest year, up by 30 compared with the previous year and the highest number recorded since the start of the time series. Over the same period, there were 31 non-severe injuries to trespassers, one less than the previous year.

London Underground

There were four RIDDOR reportable trespass fatalities reported on the London Underground in the latest year, an increase of two since the previous year. Similar to the last two years, there were no severe injuries on the London Underground in the latest year. There were eight non-severe injuries to trespassers, down by seven compared with the previous year.

Trams, metros and other non-mainline networks

There was one RIDDOR reportable trespass fatality caused by a person struck by a tram in the latest year. There were seven severe injuries on other non-mainline networks over the same period.

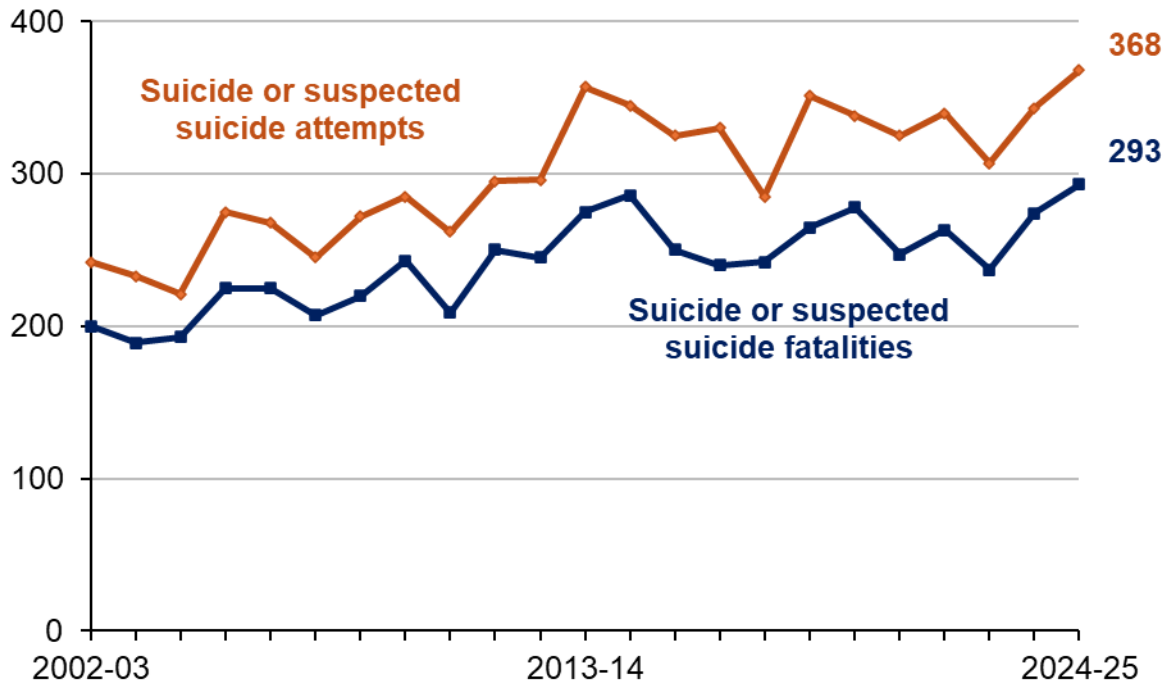
Suicides

Mainline

There were 368 suicide or suspected suicide attempts on the mainline in the latest year, of which 293 resulted in a fatality. This was an increase of 19 fatalities compared with the previous year.

Figure 2.3 Suicide fatalities on the mainline in the latest year were the highest since the start of the time series in April 2002

Mainline suicide or suspected suicide attempts and fatalities, Great Britain, annual data, April 2002 to March 2025 (Table 5275)



London Underground

There were 81 suicide or suspected suicide attempts on the London Underground in the latest year, of which 27 resulted in a fatality. This was an increase of three fatalities compared with the previous year.

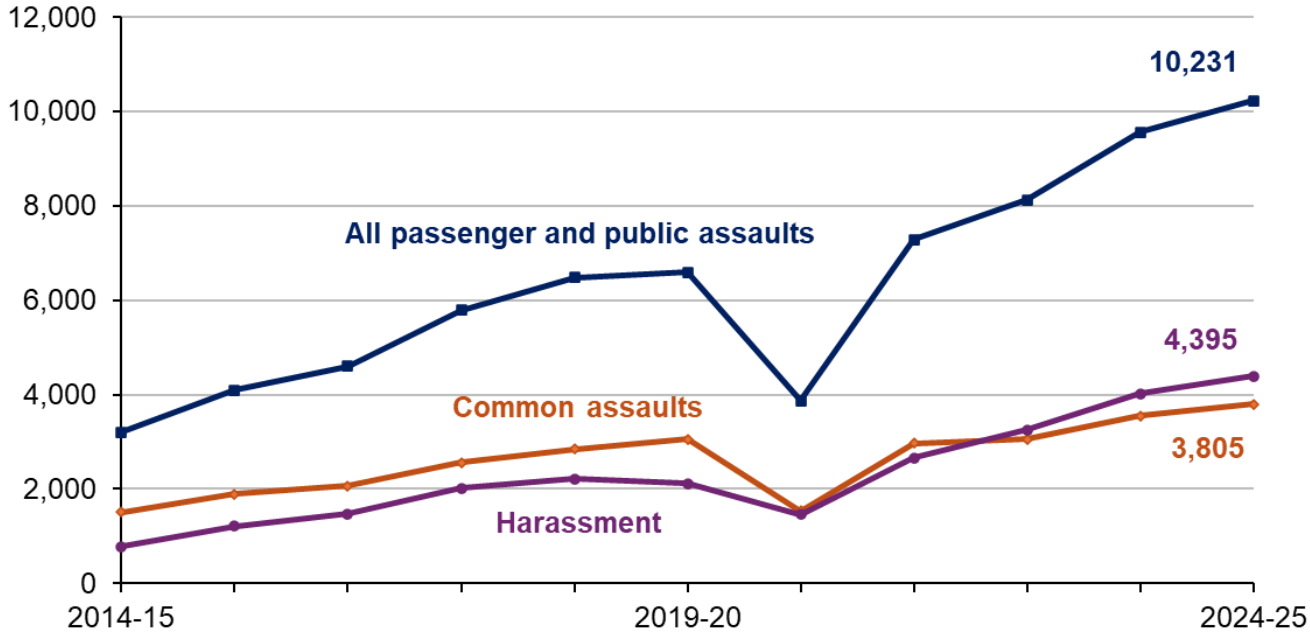
Passenger and public assaults

Mainline

There were 10,231 assaults to non-workforce (passenger or public) on the mainline in the latest year, an increase of 7% compared with the previous year. Harassment (43%) and common assaults (37%) which made up more than three-quarters of the total number of assaults in the latest year increased by 9% and 7% respectively.

Figure 2.4 Passenger and public assaults incidents increased over the last four years and is now at a record high

Mainline passenger and public assault incidents, including harassment and common assaults, Great Britain, annual data, April 2014 to March 2025 (Table 5206)



London Underground

The number of assaults to non-workforce on the London Underground increased to 4,614 in the latest year, an increase of 8% compared with the previous year. This was mainly driven by an increase of 11% in common assaults and 7% in harassment, with both making up more than 80% of the total number of assaults in the latest year. They both recorded their highest number of cases since the start of time series in April 2004.

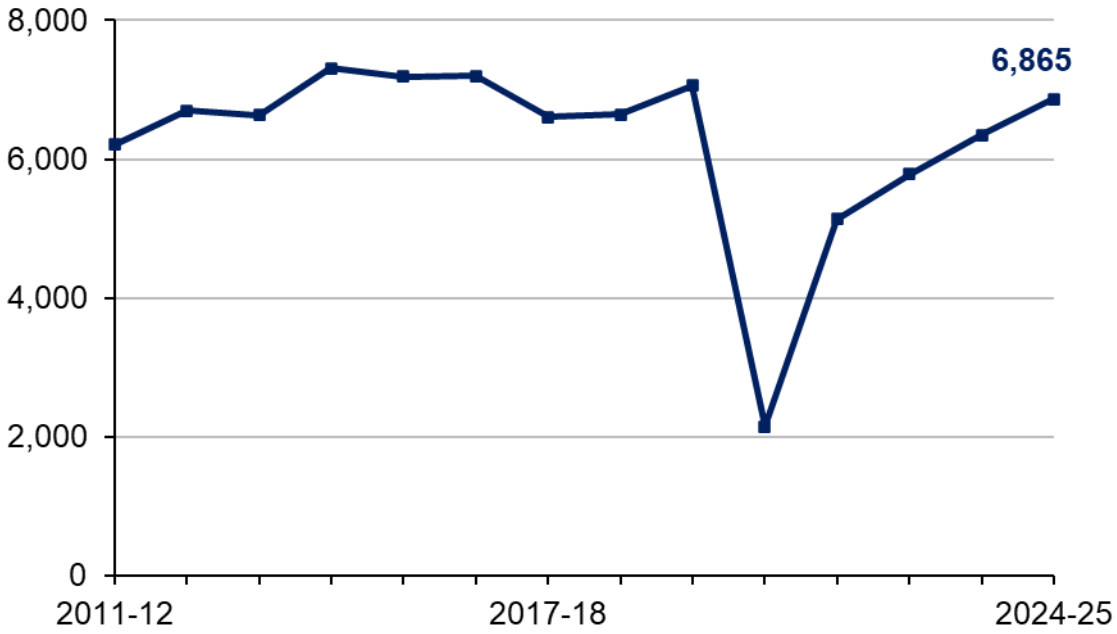
3. Non-workforce injuries

Mainline

There was a total of 6,865 injuries (severe and non-severe) to non-workforce (passenger or public) on the mainline in the latest year, an increase of 8% compared with the previous year.

Figure 3.1 Mainline non-workforce injuries increased over the last four years, nearly rising to pre-pandemic levels

Mainline non-workforce injuries in stations or on trains, Great Britain, annual data, April 2011 to March 2025 (Table 5200)



There were 1,254 non-workforce injuries where individuals had to be taken directly to hospital in the latest year, an increase of 5% compared with the previous year. Of these, over 90% occurred in stations or at the platform-train interface and 83% of severe injuries were caused by slips, trips and falls. Non-severe injuries, which represent over 80% of the total injuries, increased by 9% compared with the previous year, with 5,611 recorded in the latest year.

In addition to the physical injuries, there were 259 shock and trauma incidents in the latest year, which has decreased in each of the last two years.

London Underground

There was a total of 3,943 injuries (severe and non-severe) to non-workforce (passenger or public) on the London Underground in the latest year, a decrease of 3% compared with the previous year.

There were 56 injuries to non-workforce which resulted in those affected being taken directly to hospital, an increase of 21 compared with the previous year. Of these, 48 occurred in stations or at the platform-train interface. The number of severe injuries caused by slips, trips and falls was 26, an increase of 11 compared to the previous year.

There were 3,887 non-severe injuries to non-workforce in the latest year; a decrease of 4% compared with the previous year. This was largely due to the decrease (6%) in the number of slips, trips and falls, which account for 60% of all non-severe injuries. Over 80% of non-severe injuries occurred in stations or at the platform-train interface and decreased by 4% compared to the previous year.

In addition, there were eight shock and trauma incidents in the latest year, up by three compared to the previous year.

Trams, metros and other non-mainline networks

There were 58 severe non-workforce injuries on trams, metros and other non-mainline networks where individuals had to be taken directly to hospital in the latest year, an increase of 18 compared with the previous year. This was largely due to the increase in severe injuries occurring in the station from three to 18 in the latest year. Over 60% of the severe injuries were due to slips, trips and falls with 36 incidents recorded in the latest year (up by 13).

4. Workforce injuries

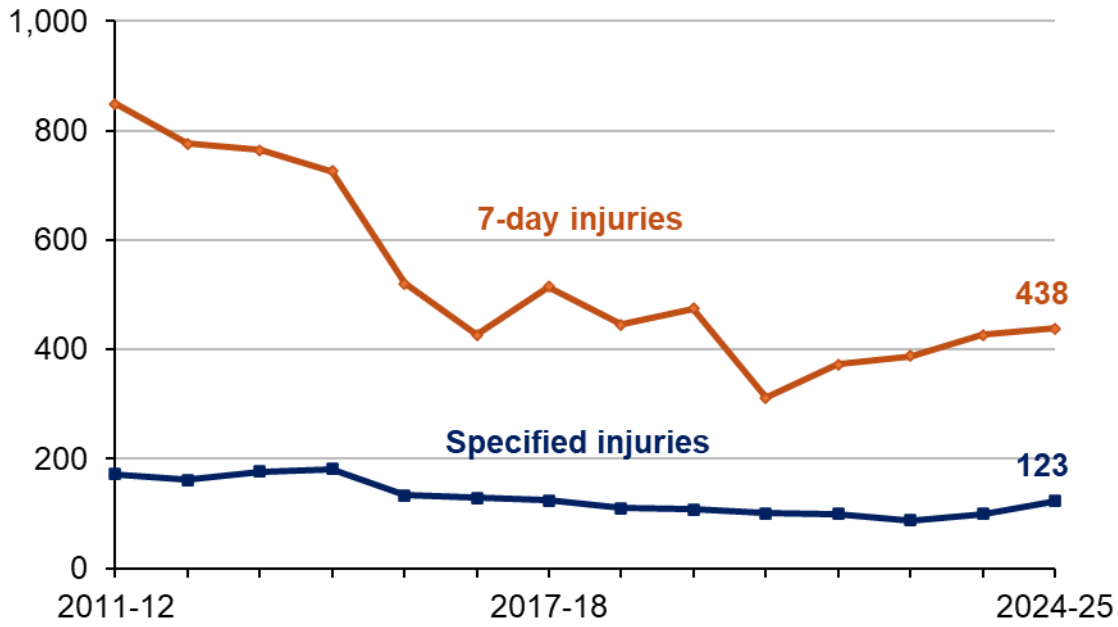
Mainline

There was a total of 4,607 workforce injuries (specified, over 7-day and non-severe) on the mainline in the latest year, an increase of 3% compared with the previous year. Rail staff suffered 123 specified injuries (the most serious RIDDOR reportable injuries to members of the workforce), up from 99 in the previous year.

There were 4,484 other injuries (over 7-day injuries and non-severe) to the workforce; an increase of 130 injuries compared with the previous year.

Figure 4.1 Mainline workforce over 7-day injuries has increased over each of the last four years

Mainline workforce specified and over 7-day injuries, Great Britain, annual data, April 2011 to March 2025 (Table 5210)



In addition to the physical injuries, there was a total of 850 shock and trauma incidents in the latest year, down by 16% compared with last year.

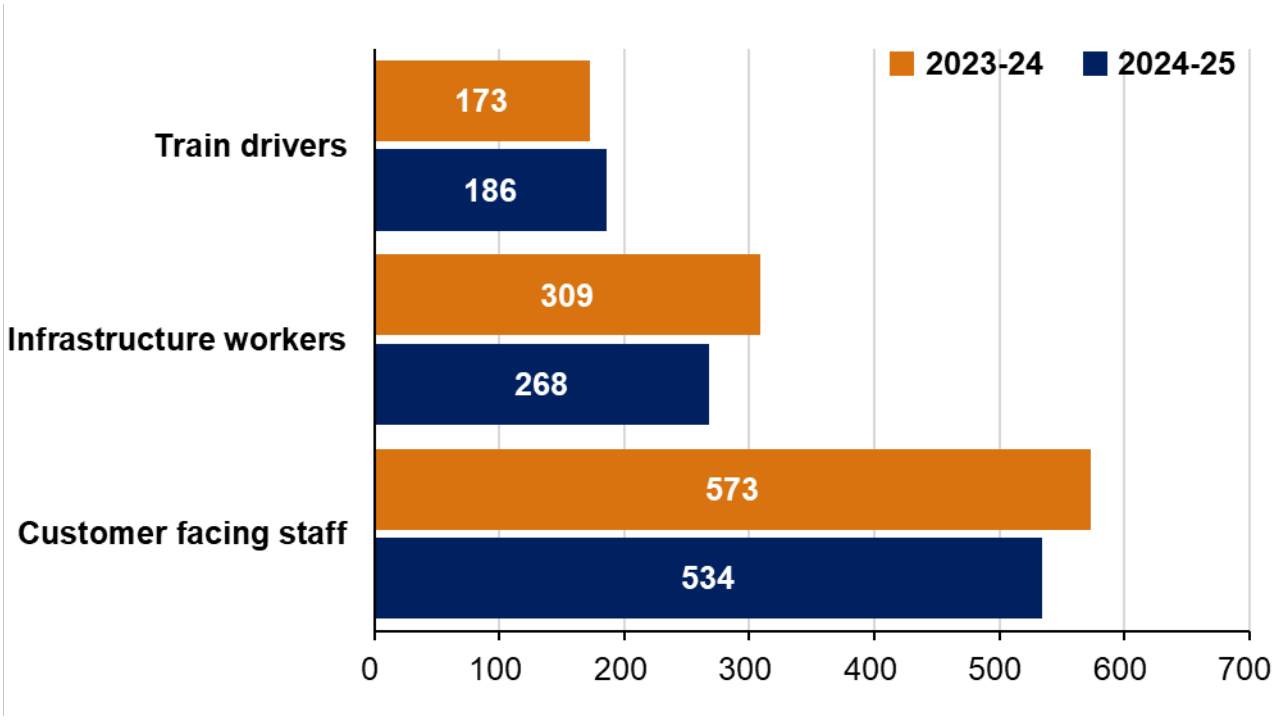
London Underground

On the London Underground there was a total of 998 injuries (specified, over 7-day and non-severe) to workforce in the latest year, a decrease of 6% compared with the previous year.

There were nine specified injuries to workforce, up by one compared to the previous year, and 989 other injuries (over 7-day and non-severe). Other injuries were 6% lower than in the previous year.

Figure 4.2 Customer facing staff suffered the most over 7-day and non-severe injuries in the latest year, but fewer than the previous year

London Underground workforce over 7-day and non-severe injuries by worker type, April 2023 to March 2025 (Table 5210)



In addition, there were 167 shock and trauma incidents in the latest year, 15% fewer than the previous year. More than half (54%) of all incidents involved customer facing staff.

Trams, metros and other non-mainline networks

There were 106 workforce injuries on trams, metros and other non-mainline networks in the latest year, up by 29 compared with the previous year. There were 82 severe (over 7-day) and 24 specified injuries. The number of customer facing staff with severe injuries reached a record high of 26 since the time series started in April 2016.

5. Train accidents

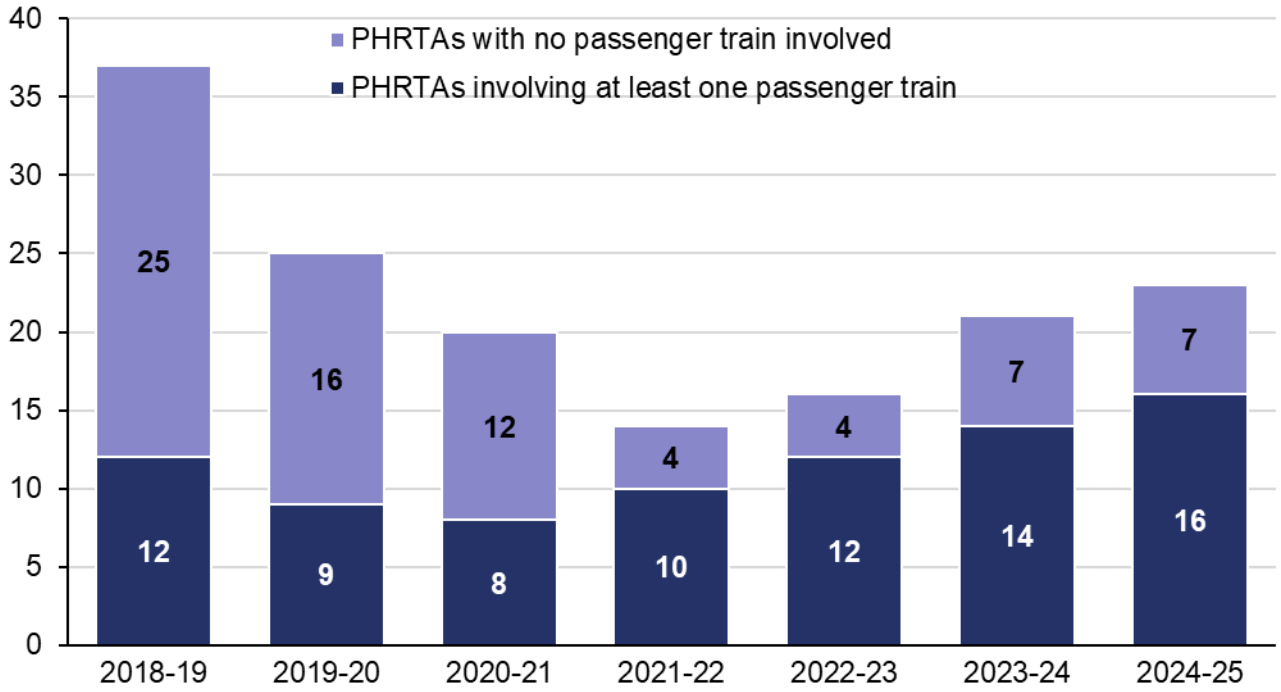
Mainline

There was one train accident where two trains collided near Talerdigg which resulted in one non-workforce fatality in the latest year. This is the second fatal train accident on the mainline in the last five years, after Carmont in 2020.

There were 432 train accidents in the latest year on the mainline, more than double compared with the previous year. Of these incidents, 23 were potentially high-risk train accidents (PHRTAs) and 16 of these involved at least one passenger train.

Figure 5.1 Total number of PHRTAs increased over the last three years

Potentially high-risk train accidents (PHRTAs) on the mainline, Great Britain, annual data, April 2018 to March 2025 (Table 5260)



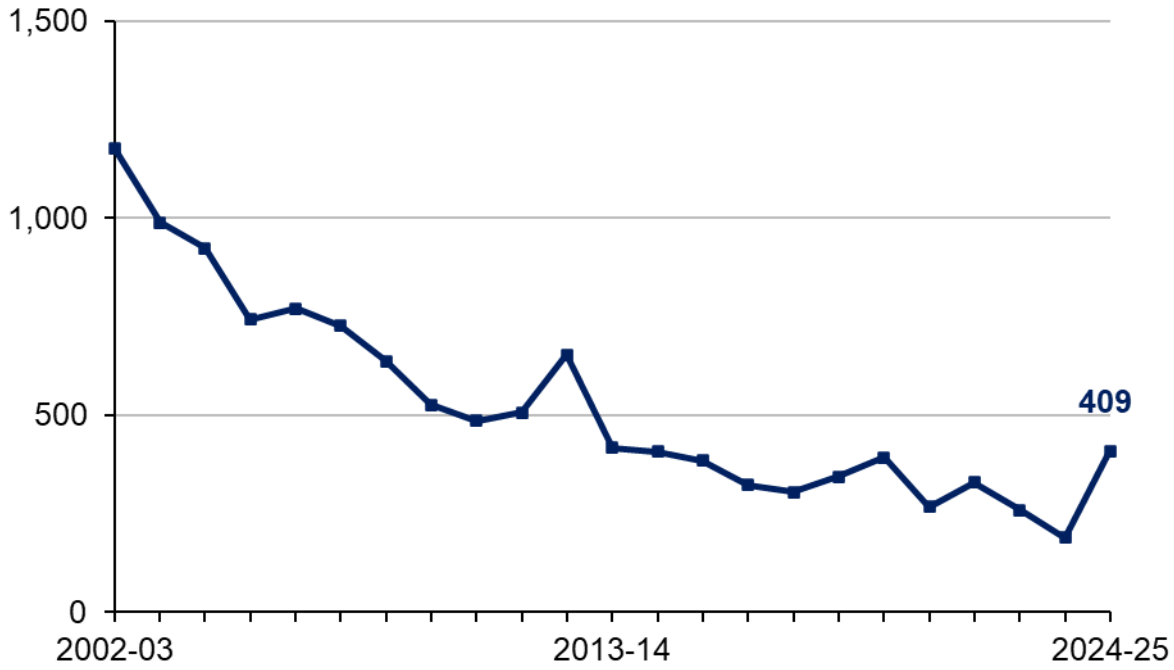
The 23 PHRTAs were:

- 8 collisions between trains (5 involving passenger trains)
- 6 collisions with road vehicles at level crossings (5 involving passenger trains)
- 5 derailments (2 involving passenger trains)
- 4 collisions with a buffer stop (all involving passenger trains)

There were 409 non-PHRTAs in the latest year, more than double compared with the previous year. The increase was largely attributed to an increase in trains ‘striking or running into other objects’ and ‘striking animals’, which together made up almost 80% of all non-PHRTAs.

Figure 5.2 Non-PHRTA mainline train accidents increased sharply after falling to a record low in the previous year

Non-PHRTA train accidents on the mainline, Great Britain, annual data, April 2002 to March 2025 (Table 5260)



London Underground

There were no train accidents resulting in workforce or non-workforce fatalities on the London Underground in the latest year. There were nine train accidents in the latest year, down by five compared with the previous year. They were all non-potentially high-risk train accidents (non-PHRTAs) which involved a passenger train and were due to train fires.

Trams, metros and other non-mainline networks

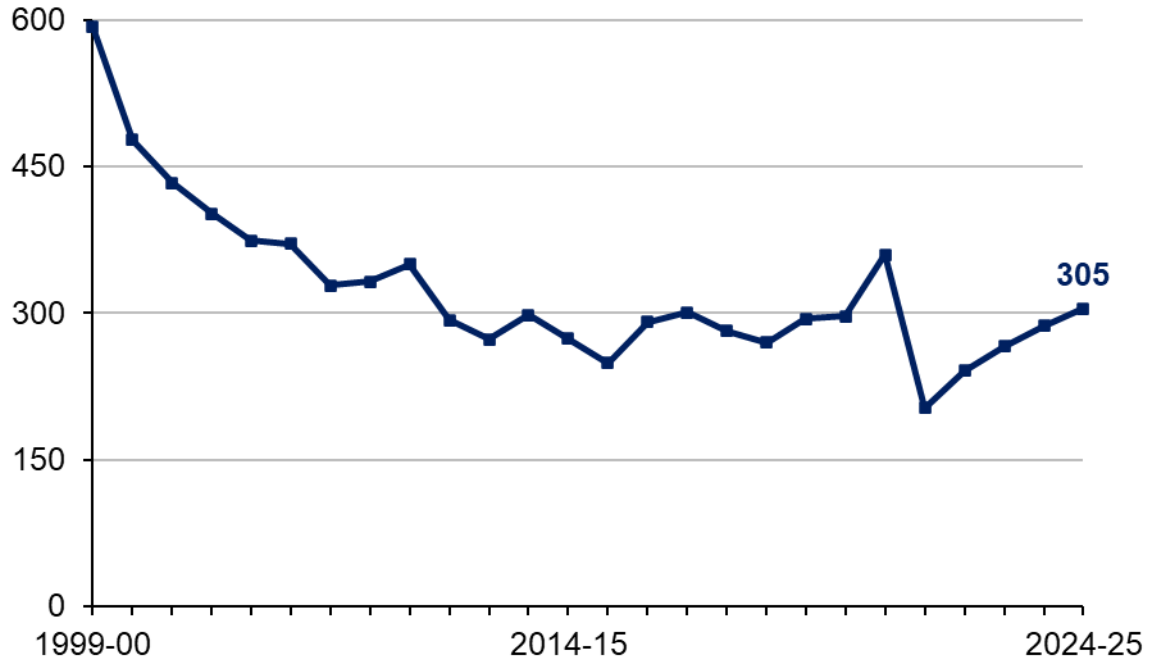
There were no train accidents resulting in workforce or non-workforce fatalities on trams, metros and other non-mainline networks in the latest year. There were 184 train accidents in the latest year, up by four compared with the previous year. Of these,145 were collisions with road vehicles at other locations.

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

A signal passed at danger (SPAD) is when a train passes a stop signal without authority. 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 over the last four years

Signals passed at danger on the mainline, Great Britain, annual data, April 1999 to March 2025 (Table 5255)



There has been a gradual drop in SPADs since April 1999 until March 2013 with some fluctuations. It started to increase in April 2013 and dropped to a low of 203 in the year April 2020 to March 2021 (during the pandemic). Since then, the number of SPADs has been on the rise and increased by 18 to 305 in the latest year.

Data for SPADs is 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 come into contact with customers on trains or in stations. 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 categories above.

- **Non-workforce** is 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 to form 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 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** – the most serious RIDDOR reportable injuries to members of the workforce (previously called workforce major injury).
- **Severe injury** (additional RIDDOR workforce and non-workforce reportable injuries):
  - **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.
  - **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.
- **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 and trauma. Any shock and 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 and trauma**: Any other workforce shock and trauma and all non-workforce shock and 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 of the ORR data portal.

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 and 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 is 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 its passenger and public assaults data.

Safety statistics review

As part of its improvement plan, ORR commissioned a review of the rail safety statistics to improve the quality and comparability of the data in 2022. 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.

The review led to new data being supplied for the April 2021 to March 2022 statistical release, based on the new methodology. RSSB provided most of the back series from April 2002 and LUL from April 2008 onwards except for the financial year April 2016 to March 2017. Data for non-mainline networks is available from April 2016 onwards.

The reporting systems for Transport for London changed during the financial year April 2016 to March 2017. The data in the previous system was incomplete, ceasing part-way through the year and the data in the new system was unreliable during its first year of use while migration was still underway. The April 2016 to March 2017 LUL figures could not be supplied as combining numbers from two different systems would be inappropriate due to the variation in methodology used to calculate the figures. LUL data before April 2016 to March 2017 should not be compared with data after April 2016 to March 2017 due to the change in reporting systems. In some data tables, only the totals are published as there were concerns about the quality of disaggregation.

Revisions

Data presented in this release is correct at the time of publication but may change due to subsequent revisions.

There have been revisions to previously published data:

- Table 5200, Table 5220, Table 5230, Table 5270: Total fatalities have been split into RIDDOR and non-RIDDOR reportable incidents on the mainline and London Underground networks from April 2017 to March 2018 onwards. This has resulted in some corrections to the historic figures. There have also been revisions to fatalities and injuries data for London Underground from April 2017 to March 2024. Previously some non-RIDDOR reportable fatalities were included in the non-severe injuries for London Underground and they have now been categorised separately. The figures for mainline non-workforce injuries and shock and trauma from April 2020 to March 2023 have been revised due to re-classification of incidents.

- Table 5210: Figures for mainline injuries and shock and trauma from April 2019 to March 2023 have been revised due to a reporting backlog and re-classification of incidents.

- Table 5260: Mainline data for potentially higher risk trains accidents has been revised from April 2017 to March 2019, and April 2020 to March 2023, and for other trains accidents from April 2020 to March 2023. This was a result of misinterpretation of the RIDDOR legislation in relation to incidents taking place during a possession.

Details of previous revisions can be found in the Revisions log.

The rail safety data in this release are comparable to the three related publications by RSSB, ORR and Health and Safety Executive (HSE) 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.

How these statistics can be used

- Monitoring the number of annual fatalities and injuries on all three rail networks – mainline rail, London Underground and other non-mainline networks in Great Britain
- Comparing the number of suicide or suspected suicide attempts and fatalities over time on mainline rail and London Underground
- Monitoring level crossing incidents over time on mainline and non-mainline networks
- Monitoring the number of train accidents across all three rail networks

How these statistics cannot be used

- Using workforce harm as an indication of occupational health across the rail network (refer to occupational health)
- Assessing performance against safety targets in the rail industry (refer to Common Safety Indicators)
- Estimating the number of suicides or suspected suicides on non-mainline networks
- Comparing safety performance across networks (due to the varying sizes of each network)

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

Data tables

All data tables can be accessed on the ORR 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 accident fatalities and number of incidents split 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 three other publications:

Rail Safety and Standards Board: Annual Health and Safety Report April 2024 to March 2025 (July 2025)

Office of Rail and Road: Annual Health and Safety Report on Britain's railways, 2024 to 2025 (July 2025)

Health and Safety Executive: Work-related fatal injuries in Great Britain, 2024 to 2025 (July 2025)

More detailed commentary about specific incidents, trends and background information can be found in these reports.

There may be minor differences in the mainline and London Underground data in this release compared to the other three 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 January 2025.

Annex 4 – ORR's statistical publications

Our statistical practice is regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the Code of Practice for Statistics that all producers of official statistics should adhere to. You are welcome to contact us directly with any comments about how we meet these standards by emailing rail.stats@orr.gov.uk. Alternatively, you can contact OSR by emailing regulation@statistics.gov.uk or via the OSR website.

Statistical Releases

This publication is part of ORR's 'accredited official statistics', which consist of seven annual publications: **Estimates of station usage; Rail industry finance (UK); Rail fares index; Rail safety; Rail infrastructure and assets; Rail environment; Regional rail usage;** one biannual publication: **Passenger rail service complaints**; and three quarterly publications: **Passenger rail performance; Freight rail usage and performance; Passenger rail usage.**

ORR also publishes a number of other official statistics, which consist of five annual publications: **Common Safety Indicators; Passenger satisfaction with complaints handling; Train operating company key statistics; Occupational health**; **Rail statistics compendium;** one biannual publication: **Passenger lifts at stations** (official statistics in development); and four quarterly publications: **Signals passed at danger (SPADs); Delay compensation claims; Disabled Persons Railcards (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.

Accredited official statistics

Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007. They are official statistics that have been independently reviewed by the Office for Statistics Regulation and found to comply with the standards of trustworthiness, quality and value in the Code of Practice for Statistics.

The majority of our statistical releases were independently reviewed by the OSR in September 2012. They comply with the standards of trustworthiness, quality and value in the Code of Practice for Statistics and are labelled accredited official statistics.

Since our review we have improved the content, presentation and quality of our statistical releases. In addition, in April 2019 we launched our new data portal. Therefore, in late 2019 we worked with the 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 accredited official 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 independently reviewed by OSR in November 2020 and their accreditation was confirmed on 1 December 2020.

For more information on how we adhere to the Code please see our compliance statements.

If you have any feedback or questions please email rail.stats@orr.gov.uk.

This publication is available at dataportal.orr.gov.uk