

26 September 2024

### 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 2023 to 31 March 2024

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### Responsible Statistician:

A. Ramyeard

### Public Enquiries:

[rail\\_stats@orr.gov.uk](mailto:rail_stats@orr.gov.uk)

### Media Enquiries:

Tel: 07856 279808

### Next publication:

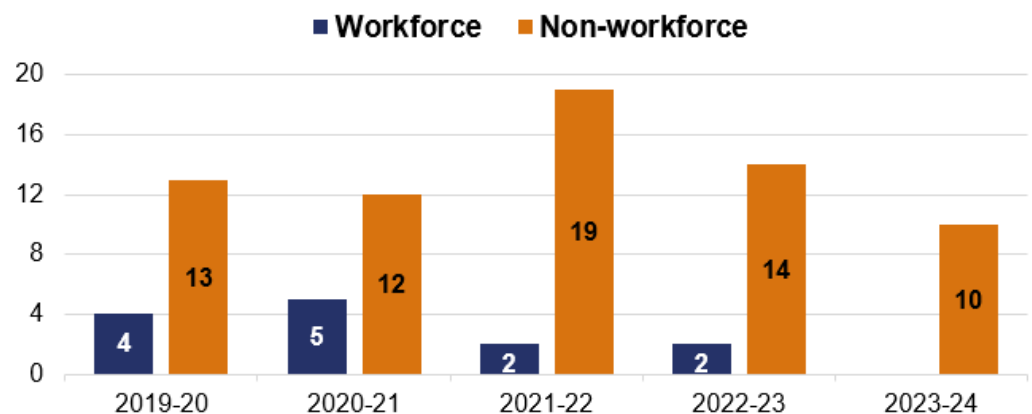
September 2025

**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 no **workforce fatalities** across all the networks in the latest year (April 2023 to March 2024). There were 10 **non-workforce (passenger or public) fatalities** (including level crossings fatalities), a decrease from 14 in the previous year. These included seven fatalities which occurred on the mainline network, two passenger fatalities on the London Underground and one fatality on the non-mainline network in the latest year.

### Figure 1 Non-workforce fatalities have dropped over the last three years

Workforce and non-workforce (passenger or public) fatalities on all rail networks, Great Britain, annual data, April 2019 to March 2024



In the latest year, there were two **fatalities at level crossings**, down from six compared with the previous year. They involved one motorcyclist on the mainline and a member of the public on the non-mainline network. In the latest year, there were 12 people who died in accidents while **trespassing**. These included 10 on the mainline and two on the London Underground.

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. Overall harm

[Passenger journeys](#) on Great Britain’s railway network continued to increase and reached a provisional figure of over 1.6 billion passenger journeys on the mainline railway in the latest year (April 2023 to March 2024). This is an increase of 16% compared with the previous year. Passenger journeys in the latest year are 93% of their pre-pandemic level. However, that figure is inflated by the introduction of the Elizabeth line. Excluding Elizabeth line, there were 1.4 billion journeys, which represents 83% of the 1.7 million journeys made in the year April 2019 to March 2020 (pre-pandemic).

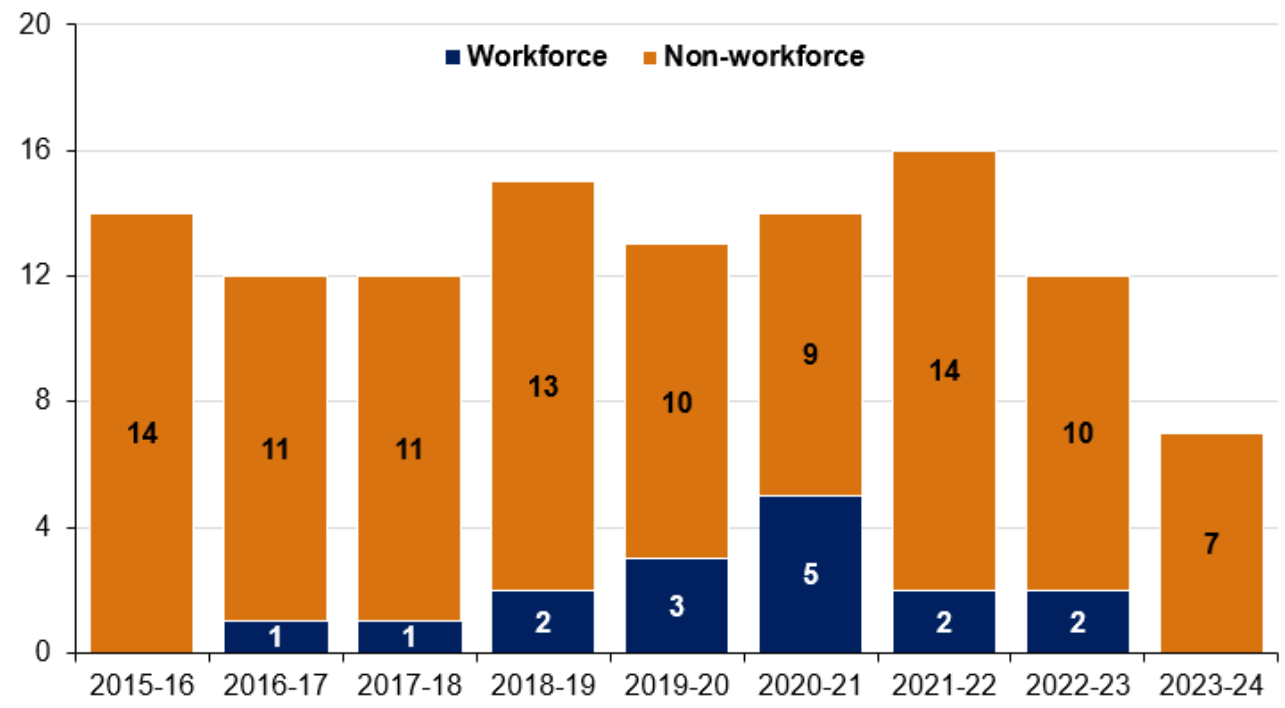
## Fatalities

### Mainline

In the latest year, there was a total of seven non-workforce (passenger or public) on the mainline (excluding trespass fatalities). They included two fatalities which occurred at the platform-train interface, one in the station, one at a level crossing and three fatalities which are still under investigation. This was the lowest number of non-workforce fatalities recorded since the time series began in 2002.

**Figure 1.1 April 2023 to March 2024 was the first year with no workforce fatalities since the year ending March 2016**

Mainline workforce and non-workforce (passenger or public) fatalities, Great Britain, annual data, April 2015 to March 2024 (Table 5200)



## London Underground

There was a total of two passenger fatalities (excluding trespass fatalities) in the latest year which occurred at the platform-train interface.

## Trams, metros and other non-mainline networks

In the latest year, there was one non-workforce fatality (excluding trespass fatalities) resulting from a collision between a member of the public and a tram.

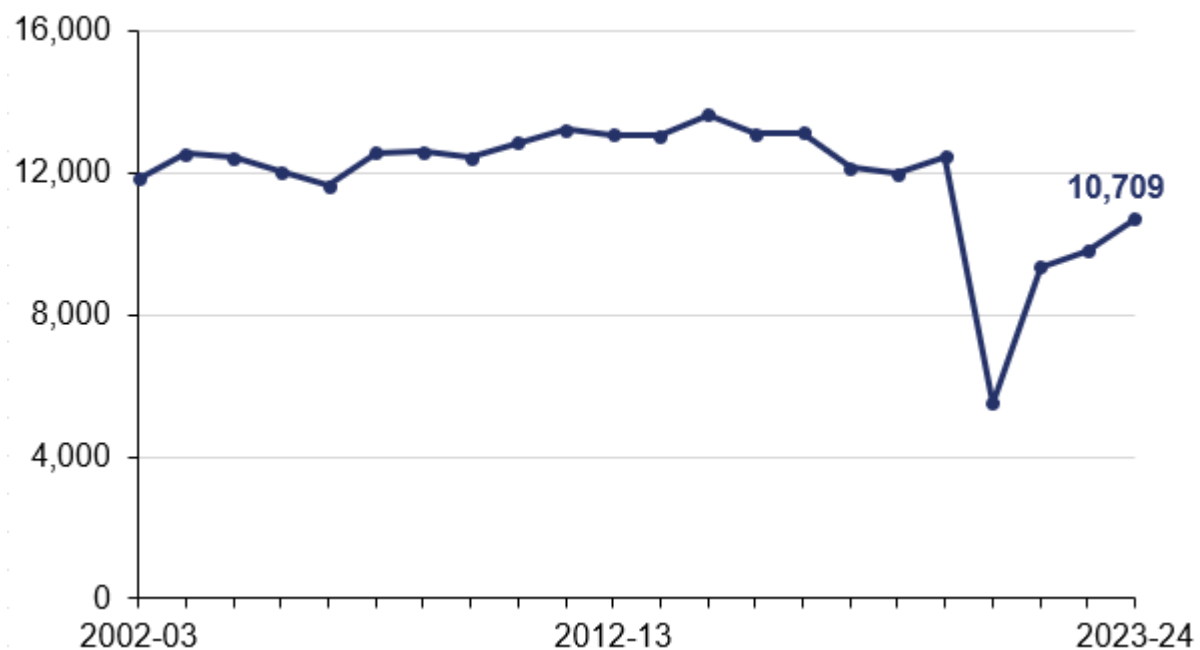
## Injuries

### Mainline

There were 10,709 workforce and non-workforce (passenger or public) injuries in the latest year, an increase of 9% compared with the previous year. The number of injuries is still lower compared with pre-pandemic years but it is on the rise with the increase in rail usage over the past three years.

**Figure 1.2 Total injuries to mainline workforce and non-workforce have increased post COVID-19 but remain at historically low levels**

Total injuries to mainline workforce and non-workforce (passenger or public), Great Britain, annual data, April 2002 to March 2024 (Tables 5200)



Severe injuries (including specified injuries for the workforce - the most serious RIDDOR reportable injuries), which account for 16% of the total injuries, increased by nearly a quarter to 1,727 in the latest year compared to a drop of 9% the previous year. This was largely attributed to the high increase of 29% of severe injuries in the non-workforce. Non-severe injuries, which make up 84% of the total injuries (severe, non-severe and specified), increased by 7% to 8,982 in the latest year.

## **London Underground**

There were 5,130 workforce and non-workforce total injuries in the latest year, an increase of 12% compared with the previous year. Of these, 4,830 were non-severe injuries, which also increased by 12% from 4,304 recorded in the previous year.

## **Trams, metros and other non-mainline networks**

There were 117 workforce and non-workforce total injuries in the latest year, an increase from the 73 recorded in the previous year. Of these, 100 were severe injuries, which increased by 34 incidents from the previous year.

# 2. Other non-workforce fatalities

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

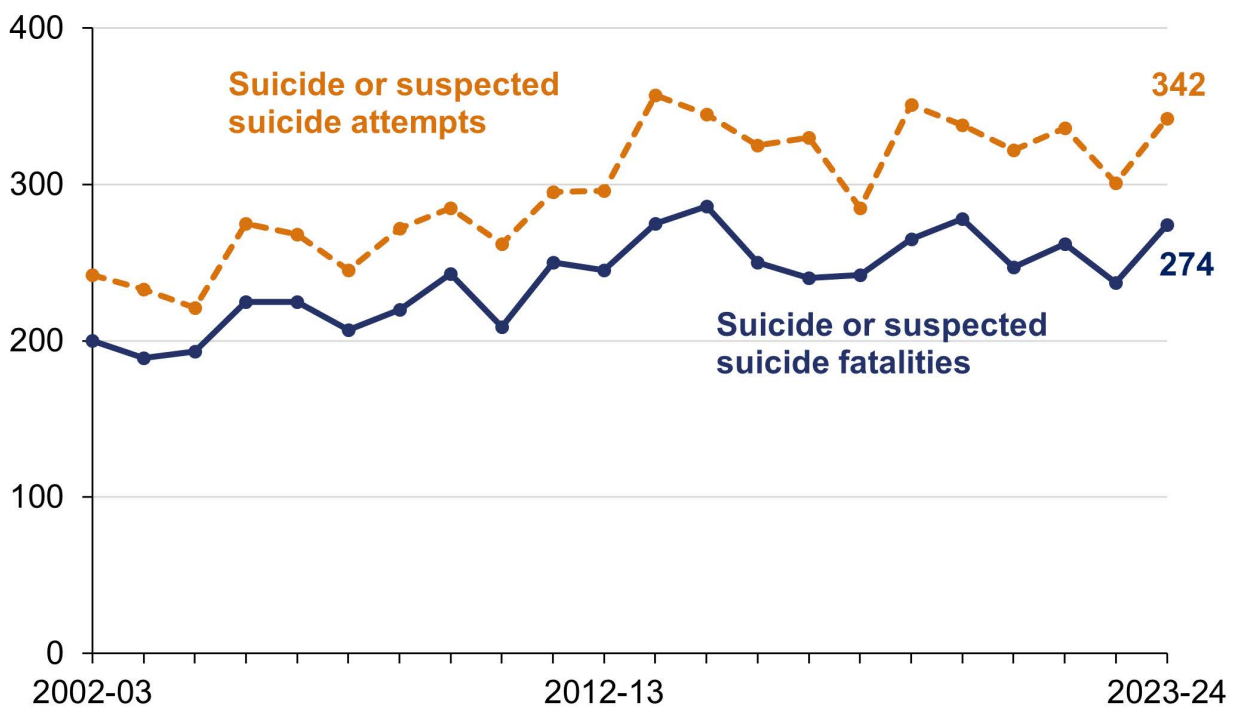
### Suicides

#### Mainline

There were 342 suicide or suspected suicide attempts on the mainline in the latest year, of which 274 were fatalities. This was an increase of 37 fatalities compared with the previous year.

**Figure 2.1 Suicide fatalities on the mainline in the latest year were the highest since year ending March 2020**

Mainline suicide or suspected suicide attempts, Great Britain, annual data, April 2002 to March 2024 (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 a decrease of five fatalities compared with the previous year.

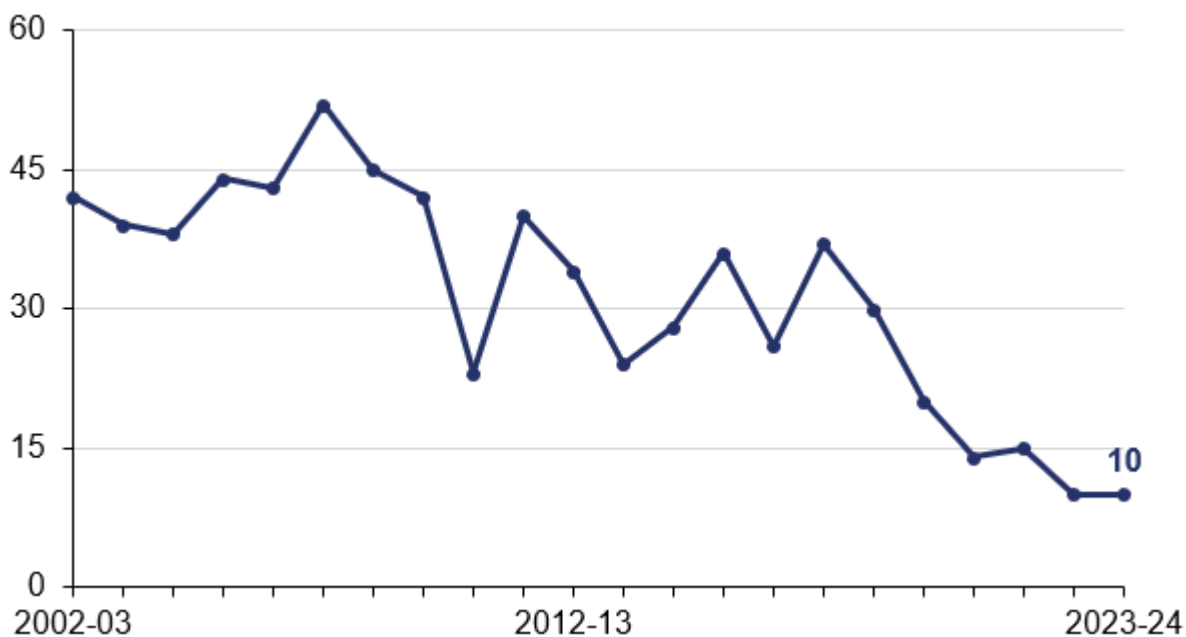
## Trespass

### Mainline

In the latest year, there were 10 trespass fatalities (excluding suicides) reported, unchanged compared with the previous year. Five of these were caused by people being struck by trains and the remaining five were due to electrocution.

**Figure 2.2 In the latest year mainline trespass fatalities remained at 10 same as in the previous year**

Mainline trespass fatalities, Great Britain, annual data, April 2002 to March 2024 (Table 5270)



There were 54 severe injuries to trespassers in the latest year, up by 14 compared with the previous year. Over the same period, there were 31 non-severe injuries for trespassers, up by nine compared with the previous year.

### London Underground

There were two trespass fatalities reported on the London Underground in the latest year. Similar to last year, there were no severe injuries on the London Underground in the latest year. There were 15 non-severe injuries to trespassers, down by three compared with the previous year.

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

There were no trespass fatalities in the latest year. There were eight severe injuries on non-mainline networks over the same period.

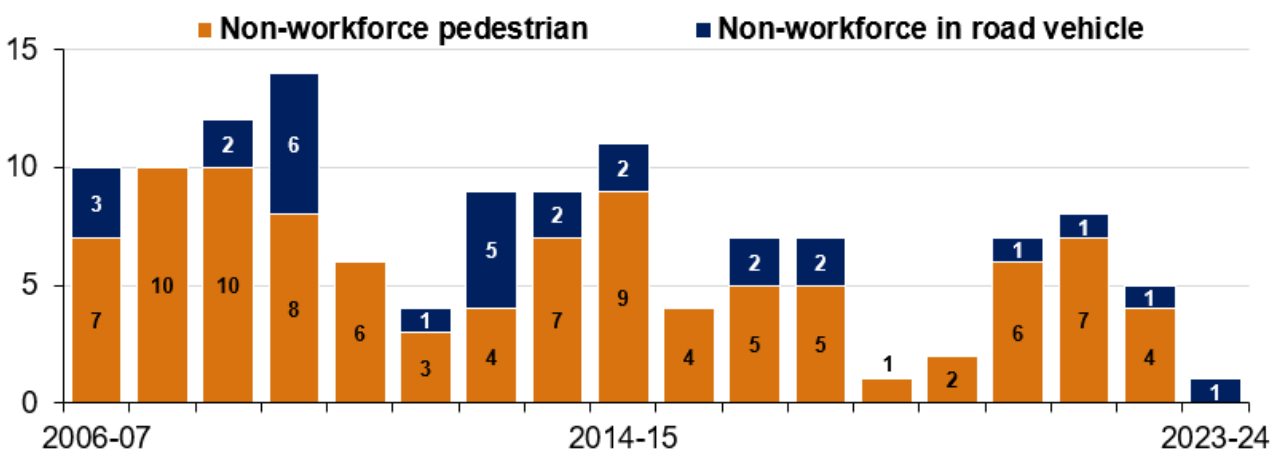
## Level crossings

### Mainline

There was one fatality involving a motorcyclist at a mainline level crossing, four fewer fatalities than in the previous year. This was the lowest number of road rail interface fatalities recorded on the mainline since the year ending March 2018.

**Figure 2.3 No pedestrian fatalities at mainline level crossings for the first time since start of time series in April 2002**

Mainline fatalities at level crossings by person type, Great Britain, annual data, April 2006 to March 2024 (Table 5204)



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

There was one fatality involving a collision between a member of the public and a tram at a level crossing in the latest year.

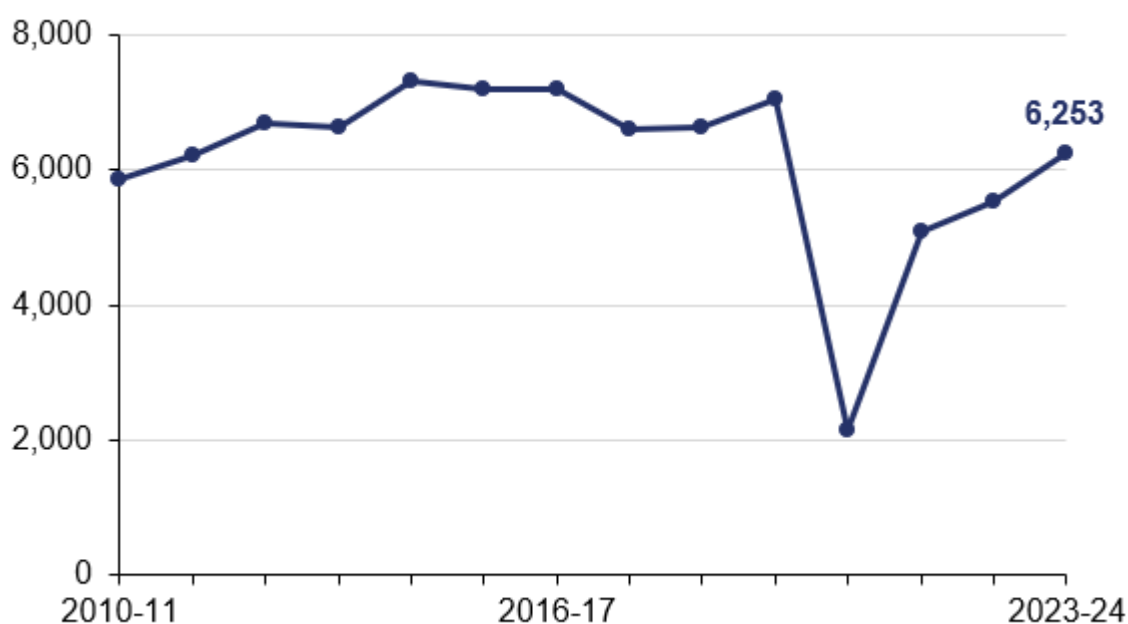
# 3. Non-workforce injuries

## Mainline

There was a total of 6,253 injuries (severe and non-severe) to non-workforce (passenger or public) in the latest year, an increase of 13% compared with the previous year.

**Figure 3.1 Mainline non-workforce injuries increased over the last three years**

Mainline non-workforce injuries in stations or on trains, Great Britain, annual data, April 2010 to March 2024 (Table 5200)



There were 1,188 non-workforce injuries where they had to be taken directly to hospital in the latest year, an increase of 29% compared with the previous year. Non-severe injuries, which represents 81% of the total injuries, increased by 10% compared with the previous year, with 5,065 recorded in the latest year.

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



## London Underground

There was a total of 4,067 injuries (severe and non-severe) to non-workforce (passenger or public) in the latest year, an increase of 12% compared with the previous year.

There were 35 injuries to non-workforce which resulted in those affected being taken directly to hospital, an increase of seven compared with the previous year. Of these, 27 occurred in stations or at the platform-train interface. 15 of the severe injuries were caused by slips, trips and falls.

There were 4,032 non-severe injuries to non-workforce in the latest year; an increase of more than 400 compared with the previous year. This was largely due to the increase (12%) in the number of slips, trips and falls, which account for more than half of all non-severe injuries. Over 80% of non-severe injuries occurred in stations.

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

## Trams, metros and other non-mainline networks

There were 40 severe non-workforce injuries where they had to be taken directly to hospital in the latest year, an increase of 14 compared with the previous year. This was largely due to the increase in severe injuries which occurred on the platform face-interface (from 8 to 15) and on-board trains (up from 6 to 11). More than half of the severe injuries were due to slips, trips and falls with 23 incidents recorded in the latest year (up by 12).

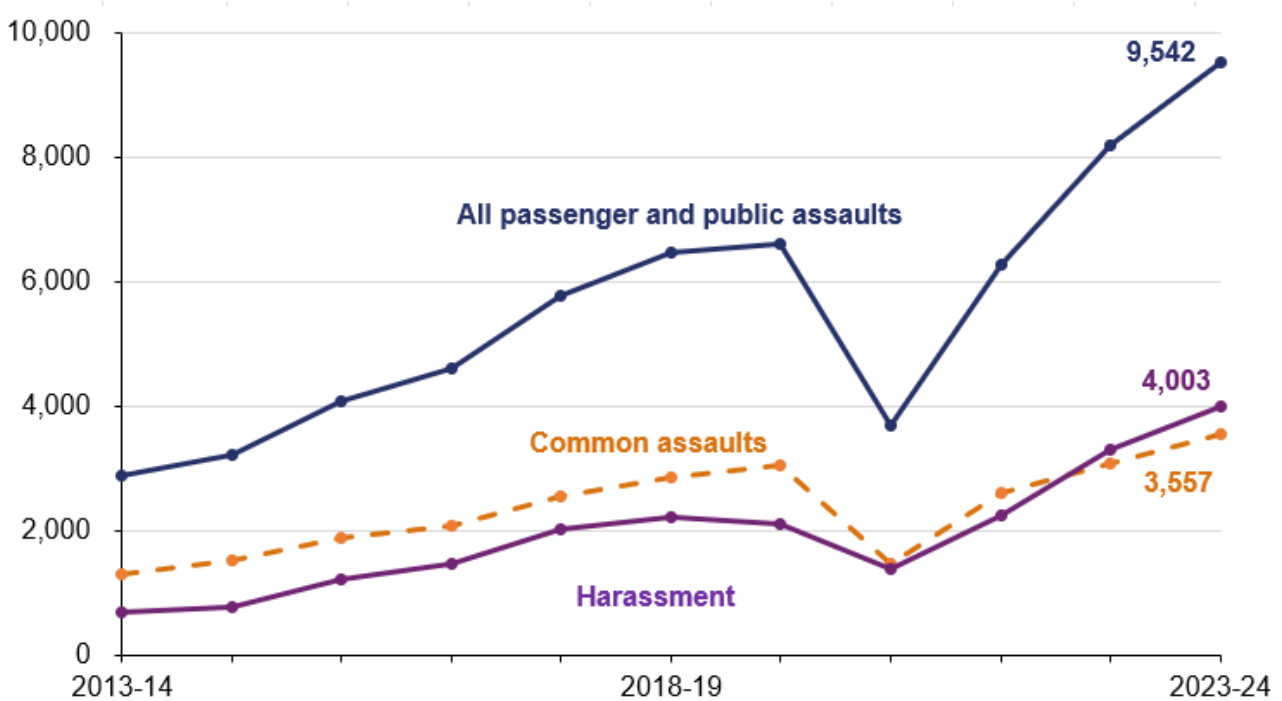
# Passenger and public assault

## Mainline

There were 9,542 assaults to non-workforce (passenger or public) in the latest year, an increase of 17% compared with the previous year. Harassment (42%) and common assaults (37%) made up more than three-quarters of the total number of assaults in the latest year.

**Figure 3.2 Passenger and public assaults incidents increased over the last three years and is now at a record high**

Mainline passenger and public assault incidents, including harassment and common assaults, Great Britain, annual data, April 2013 to March 2024 (Table 5206)



## London Underground

The number of assaults to non-workforce increased to 4,238 in the latest year, an increase of more than a quarter compared with the previous year. This was mainly driven by harassment which has the highest number of 1,735 assaults recorded since the start of time series in April 2004. It was also partly due to the increase in common assaults, which made up 40% of the total number of assaults in the latest year.

# 4. Workforce injuries

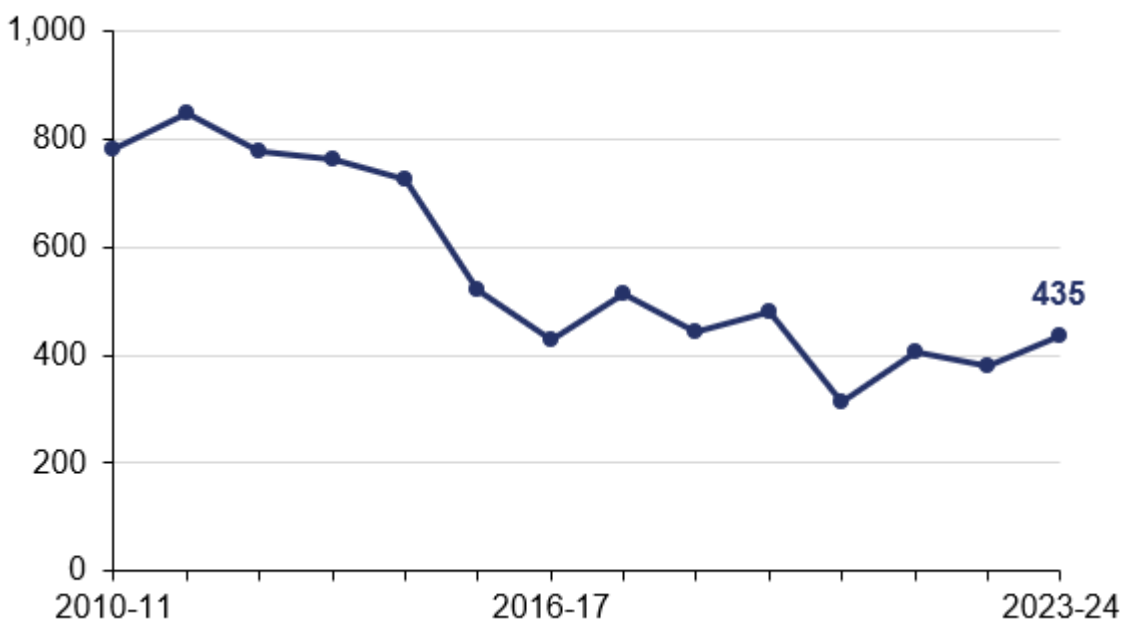
## Mainline

There was a total of 4,456 workforce injuries (specified, over 7-day and non-severe) in the latest year, an increase of 4% compared with the previous year. Rail staff suffered 104 specified injuries (the most serious RIDDOR reportable injuries to members of the workforce), up from 90 compared with the previous year when they fell to a record low since the start of the time series in April 2002.

There were 4,352 other injuries (over 7-day injuries and non-severe) to the workforce; an increase of 170 injuries compared with the previous year.

**Figure 4.1 Mainline workforce over 7-day injuries increased by 56 to 435 in the latest year**

Mainline workforce severe injuries, Great Britain, annual data, April 2010 to March 2024 (Table 5210)



In addition to the physical injuries, there was a total of 920 shock and trauma incidents in the latest year, up by 15% compared with last year.

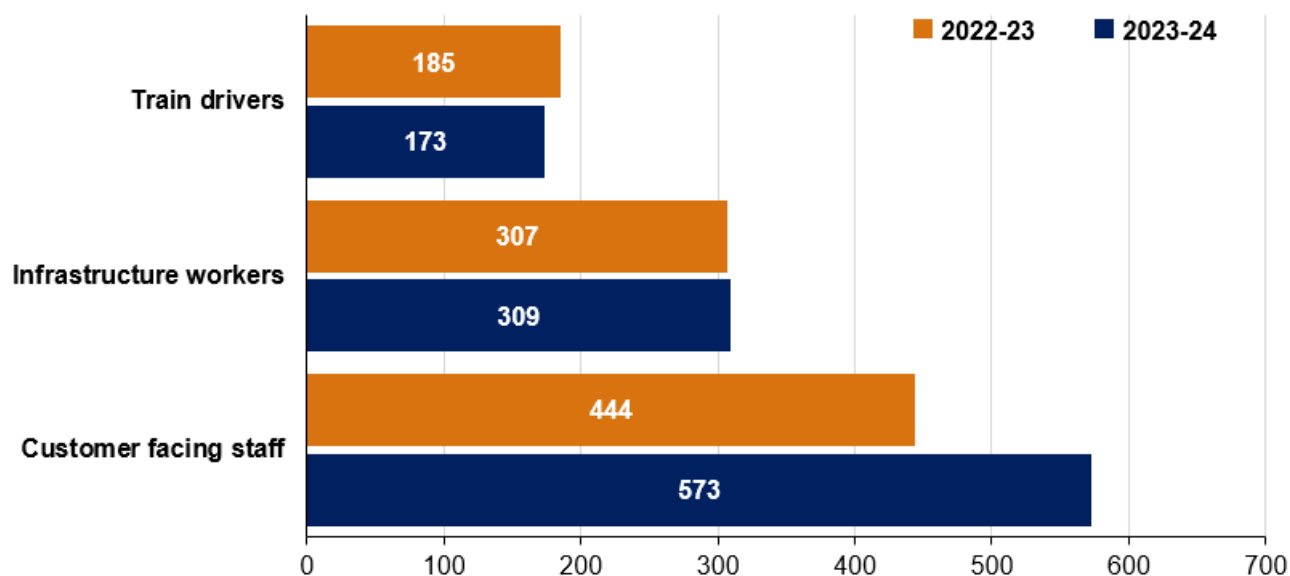
## London Underground

On the London Underground there was a total of 1,063 injuries (specified, over 7-day and non-severe) to workforce in the latest year, an increase of 12% compared with the previous year.

There were eight specified injuries to workforce, down from 11 in the previous year, and 1,055 other injuries (over 7-day and non-severe). Other injuries were 13% higher 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

London Underground workforce over 7-day and non-severe injuries by worker type, April 2022 to March 2024 (Table 5210)



In addition, there were 196 shock and trauma incidents in the latest year, three less compared with the previous year. More than half (54%) of the total incidents involved customer facing staff.

## Trams, metros and other non-mainline networks

There were 77 workforce injuries on the non-mainline network in the latest year, up by 30 compared with the previous year. There were 60 severe (over 7-day) and 17 specified injuries. The number of customer facing staff with severe injuries reached a record high of 20 and infrastructure workers also reached a high of 14 since the time series started in April 2016.

# 5. Train accidents

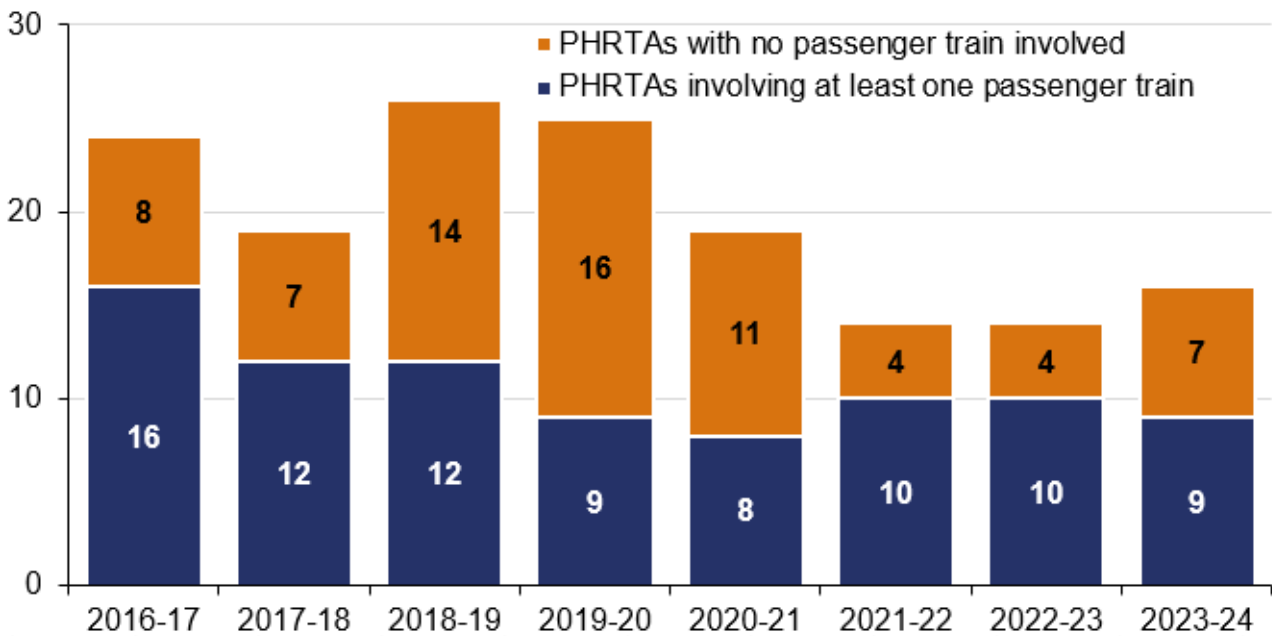
## Mainline

There was a train accident which resulted in one non-workforce fatality in the latest year.

There were 207 train accidents in the latest year on the mainline, a decrease of 23% compared with the previous year. 16 of these incidents were potentially high-risk train accidents (PHRTAs) and nine of these involved at least one passenger train.

**Figure 5.1 Total number of PHRTAs increased by two in the latest year after levelling over the previous two years**

Potentially high-risk train accidents (PHRTAs) on the mainline, Great Britain, annual data, April 2016 to March 2024 (Table 5260)



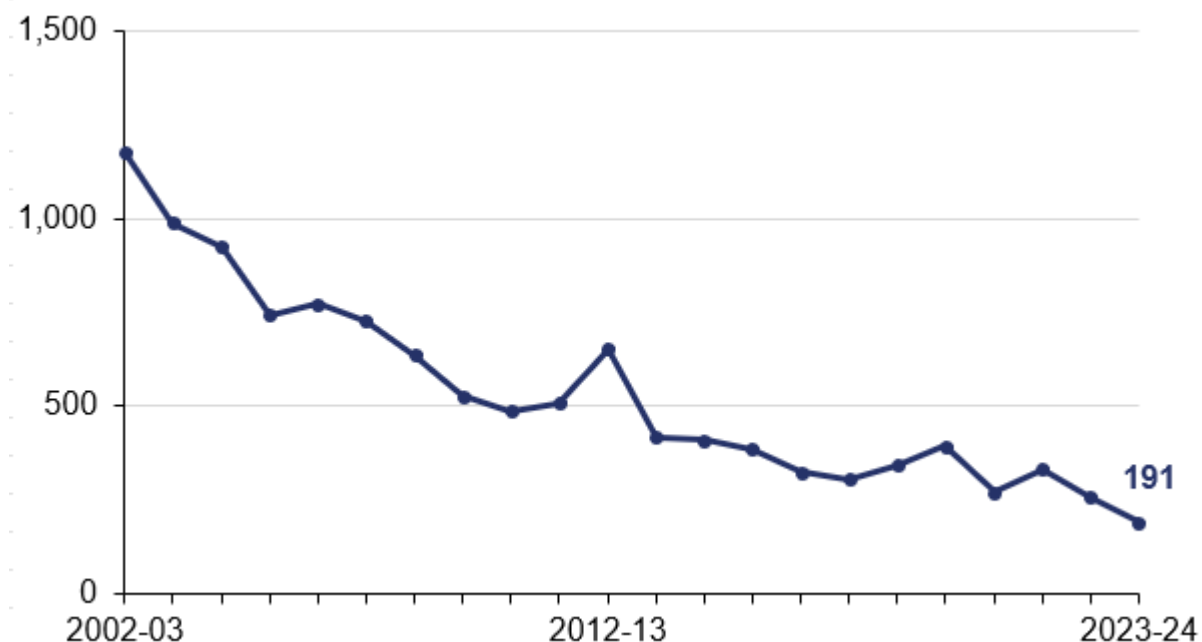
The 16 PHRTAs were:

- 6 collisions with road vehicles at level crossings (five involving passenger trains)
- 3 collisions between trains (one involving a passenger train)
- 6 derailments (three involving passenger trains)
- 1 collision with a buffer stop (involving a passenger train)

There were 191 non-PHRTAs in the latest year, a decrease of 25% compared with the previous year. This was largely attributed to a drop in ‘striking or running into other objects’ and trains ‘striking animals’, which together made up 70% of all non-PHRTAs.

**Figure 5.2 Non-PHRTA mainline train accidents recorded its lowest figure since the start of the time series in April 2002**

Non-PHRTA train accidents on the mainline, Great Britain, annual data, April 2002 to March 2024 (Table 5260)



## London Underground

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

There were 14 train accidents on the London Underground network in the latest year compared to no train accidents reported in the previous year. This increase was mainly driven by the 11 non-potentially high-risk train accidents (non-PHRTAs). The remaining three were potentially high-risk train accidents (PHRTAs), including two derailments and one collision between trains.

## Trams, metros and other non-mainline networks

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

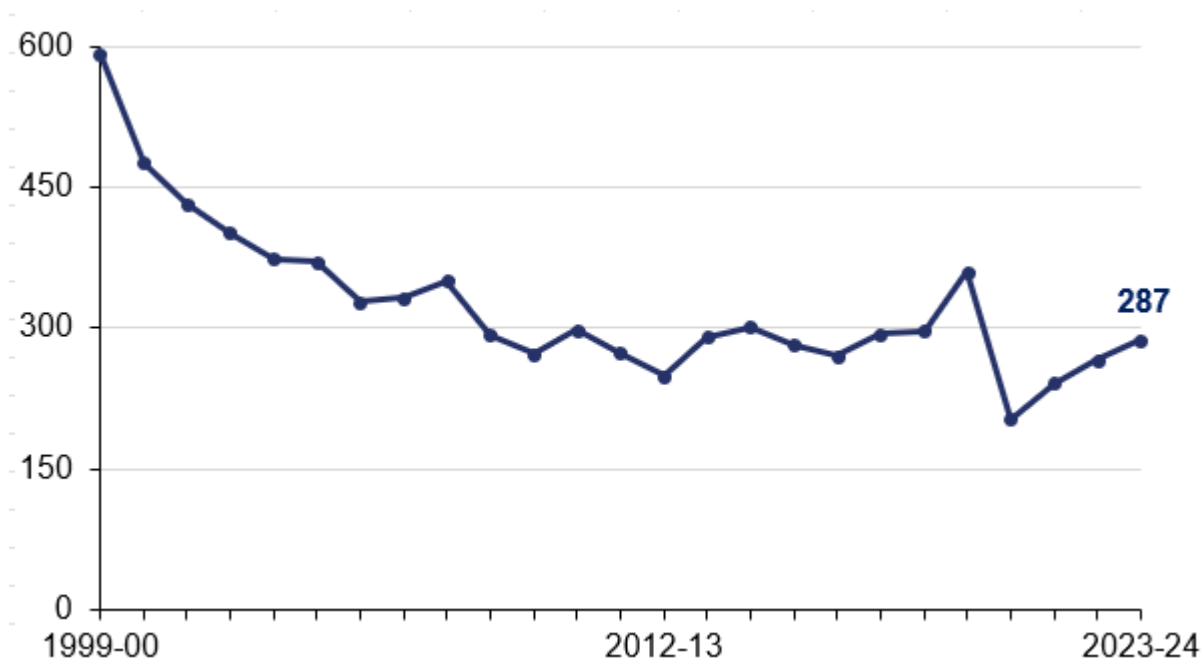
There were 180 train accidents on the non-mainline network in the latest year, up by 41 compared with the previous year. 148 of these were collisions with road vehicles at other locations.

## 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 over the last three years**

Signals passed at danger on the mainline, Great Britain, annual data, April 1999 to March 2024 (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). It has been on the rise since and increased by 21 to 287 SPADs 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 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](#).

## 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

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.

This 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

There have been revisions to previously published data:

- Table 5200, Table 5210, Table 5220 and Table 5230: At the time of reporting a few incidents were categorised on the non-mainline network instead of the mainline. The figures for mainline and non-mainline injuries for the years April 2020 to March 2021 onwards have been revised following a reconciliation exercise.
- Table 5200 and Table 5210: The figures for workforce injuries on the non-mainline network were double counting some incidents reported on the mainline. The figures have been corrected for the years April 2016 to March 2023.

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.

## 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 [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 2023 to March 2024](#) (July 2024)

[Office of Rail and Road: Annual Health and Safety Report on Britain's railways, 2023 to 2024](#) (July 2024)

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 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 February 2024.

## 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](mailto:rail.stats@orr.gov.uk). Alternatively, you can contact OSR by emailing [regulation@statistics.gov.uk](mailto: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 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.**

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;** 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](mailto:rail.stats@orr.gov.uk).



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