

24 September 2026

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), Transport for London (TfL), British Transport Police, and the Office of Rail and Road (ORR).

Latest year: 1 April 2025 to 31 March 2026

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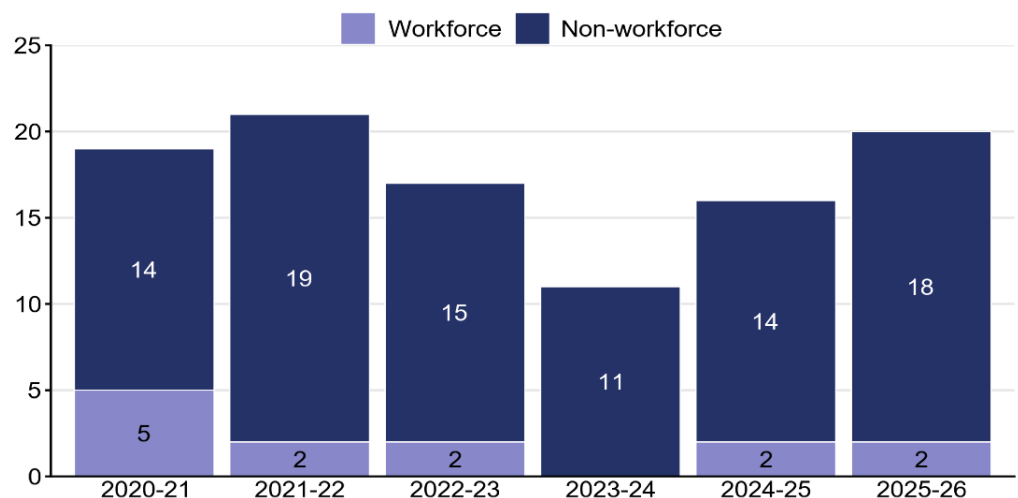
September 2027

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

There were **18 non-workforce (passenger or public) fatalities** (including level crossings fatalities) in the latest year (April 2025 to March 2026), an increase of four compared with the previous year. Of these, 16 occurred on the mainline network, one at a London Underground station and one on other non-mainline networks. There were **two workforce fatalities** in the latest year, both on the mainline network.

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

Workforce and non-workforce fatalities on all rail networks, Great Britain, annual data, April 2020 to March 2026



A total of **13,464 non-workforce assaults** were recorded on the mainline network, representing a 36% increase compared with the previous year. London Underground recorded **5,534 assaults** against non-workforce, an increase of 20% compared with the previous year.

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. Overview

Passenger journeys on Great Britain’s railway network continued to increase. There were [more than 1.8 billion journeys](#) on the mainline railway in the latest year (April 2025 to March 2026), an increase of 6% compared with the previous year.

Fatalities

The table below summarises the number of fatalities across all rail networks in the latest year. This includes workforce and non-workforce (passenger or public) fatalities as well as trespass fatalities and suicides or suspected suicide attempts which resulted in a fatality. More detail on these fatalities can be found within **Section 2** (Overall harm) and **Section 3** (Public behaviour) of this release. We often refer to ‘other non-mainline networks’ in this release for brevity. As well as trams and metro networks, this category also includes other light rail, minor and heritage networks.

Table 1.1 Fatalities on all rail networks, Great Britain, annual data, April 2025 to March 2026 (Tables 5200 and 5275)

Person type	Mainline	London Underground	Other non-mainline	Total
Workforce (including level crossings)	2	0	0	2
Non-workforce (including level crossings)	16	1	1	18
Trespasser	16	0	1	17
Suicide or suspected suicide	274	16	Not available	290

Note: The total for “suicide or suspected suicide” fatalities excludes other non-mainline networks.

Injuries

The table on the next page summarises the number of injuries across all rail networks in the latest year. This includes workforce and non-workforce injuries as well as trespass injuries. More detail on non-workforce and workforce injuries can be found within **Section 2** (Overall harm), **Section 4** (Non-workforce injuries) and **Section 5** (Workforce injuries). More detail on trespass injuries can be found within **Section 3** (Public behaviour).

Table 1.2 Injuries on all rail networks, Great Britain, annual data, April 2025 to March 2026 (Table 5200)

Person type	Mainline	London Underground	Other non-mainline	Total
Workforce (including level crossings)	4,941	1,059	87	6,087
Non-workforce (including level crossings)	7,610	3,998	47	11,655
Trespasser	71	3	10	84

Non-workforce assaults

There were 13,464 assaults to non-workforce on the mainline and 5,534 on London Underground in the latest year. More detail on non-workforce assaults can be found within **Section 3** (Public behaviour).

Workforce assaults

In the latest year there were 11,289 workforce assaults reported across three categories (physical, verbal and threats) on the mainline and 3,525 on the London Underground. More detail on workforce assaults can be found within **Section 3** (Public behaviour).

Train accidents

There were no train accidents resulting in workforce or non-workforce fatalities across all rail networks between April 2025 and March 2026.

There were 252 train accidents on the mainline, 15 on London Underground and 166 on Trams, metros and other non-mainline networks.

More detail on train accidents can be found within **Section 6** (Train accidents).

Signals passed at danger (SPADs) on the mainline

There were 310 signals passed at danger (SPADs) on the mainline in the latest year. More detail on signals passed at danger can be found within **Section 7** (Signals passed at danger (SPADs) on the mainline).

2. Overall harm

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](#).

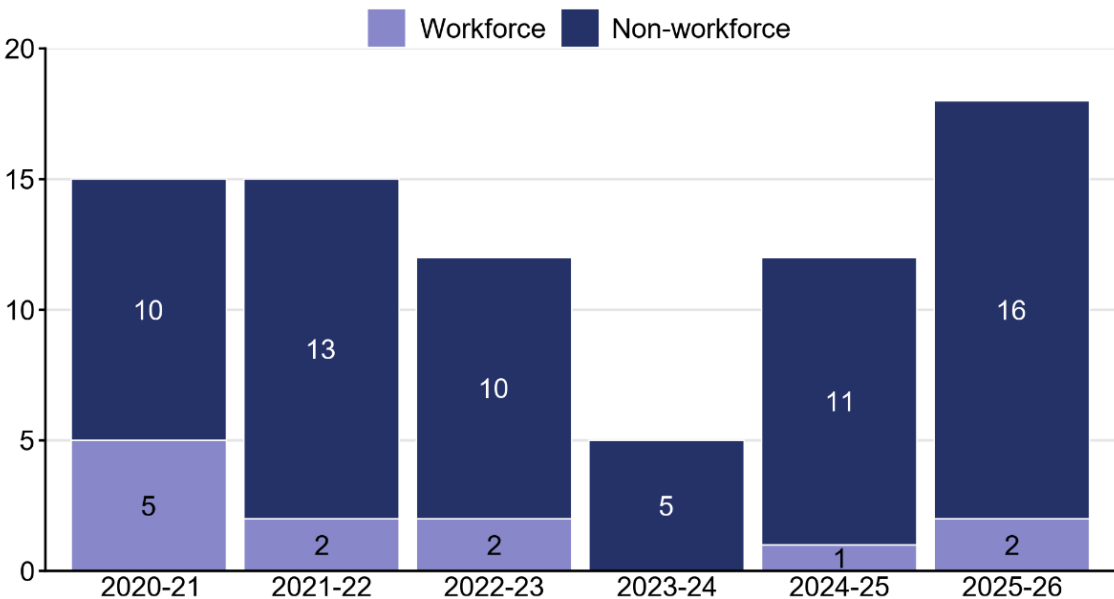
Mainline

In the latest year, there were a total of 18 fatalities in workforce and non-workforce (passenger or public) on the mainline network. This included:

- Two workforce fatalities, one involving a fall and one involving a track worker being struck by a train;
- 15 non-workforce RIDDOR reportable fatalities comprising 11 fatalities at level crossings/running lines, three fatalities at the platform-train interface and one fatality involving a member of the public who crashed through the barriers of a bridge over the railway; and
- One non-workforce non-RIDDOR reportable fatality that occurred at a station.

Figure 2.1 Fatalities on the mainline increased by six compared with the previous year

Mainline workforce and non-workforce fatalities, Great Britain, annual data, April 2020 to March 2026 (Table 5200)



London Underground

There was one non-RIDDOR reportable fatality on the London Underground, which occurred at a station in the latest year.

Trams, metros and other non-mainline networks

In the latest year, there was one RIDDOR reportable non-workforce fatality on other non-mainline networks which occurred at the platform train interface.

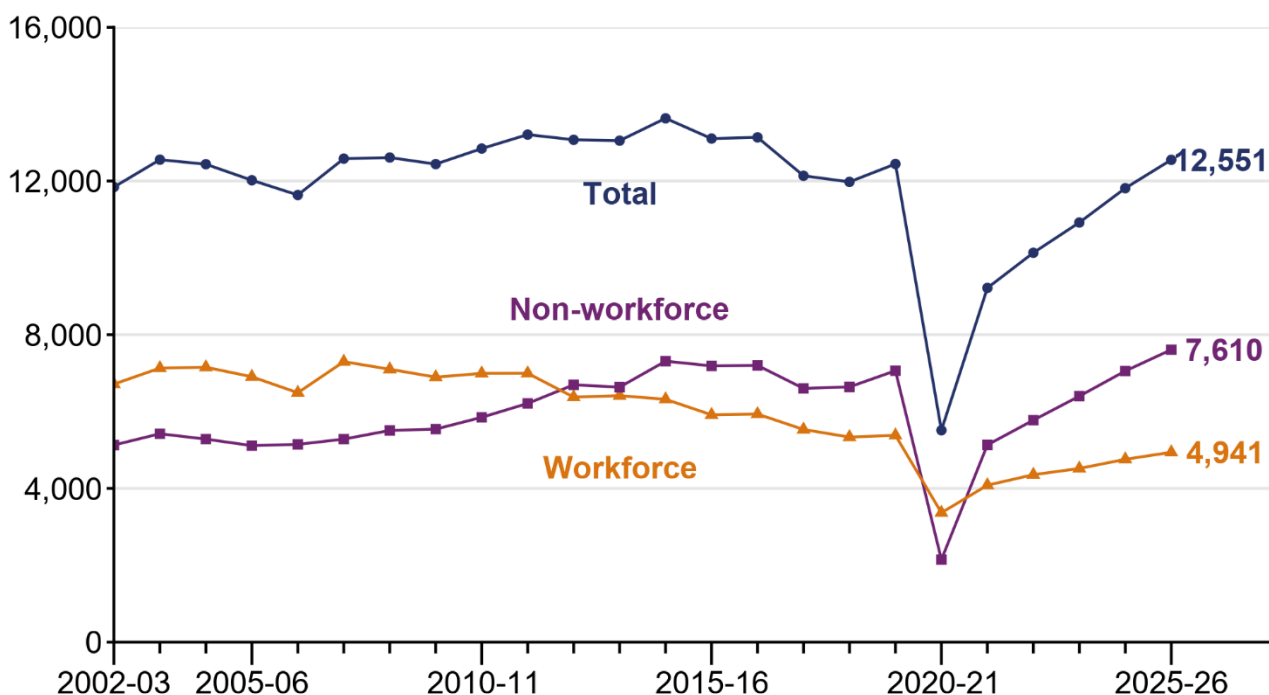
Injuries

Mainline

There were 12,551 workforce and non-workforce injuries in the latest year on the mainline, an increase of 6% compared with the previous year.

Figure 2.2 Total injuries to mainline workforce and non-workforce have increased each year following the pandemic

Total injuries to mainline workforce and non-workforce, Great Britain, annual data, April 2002 to March 2026 (Table 5200)



Non-workforce injuries, which account for over 60% of the total injuries on the mainline network, increased by 8% in the latest year. This was largely attributable to an increase in non-severe injuries which rose by 9% to 6,316.

London Underground

There were 5,057 workforce and non-workforce injuries on the London Underground in the latest year.

Trams, metros and other non-mainline networks

There were 134 workforce and non-workforce injuries on trams, metros and other non-mainline networks in the latest year, a decrease from the 164 recorded in the previous year. Of these, 123 were severe injuries, a decrease of 17 on the previous year. The remaining were 11 specified injuries (the most serious RIDDOR reportable injuries to members of the workforce) which more than halved compared with the previous year.

3. Public behaviour

Level crossings

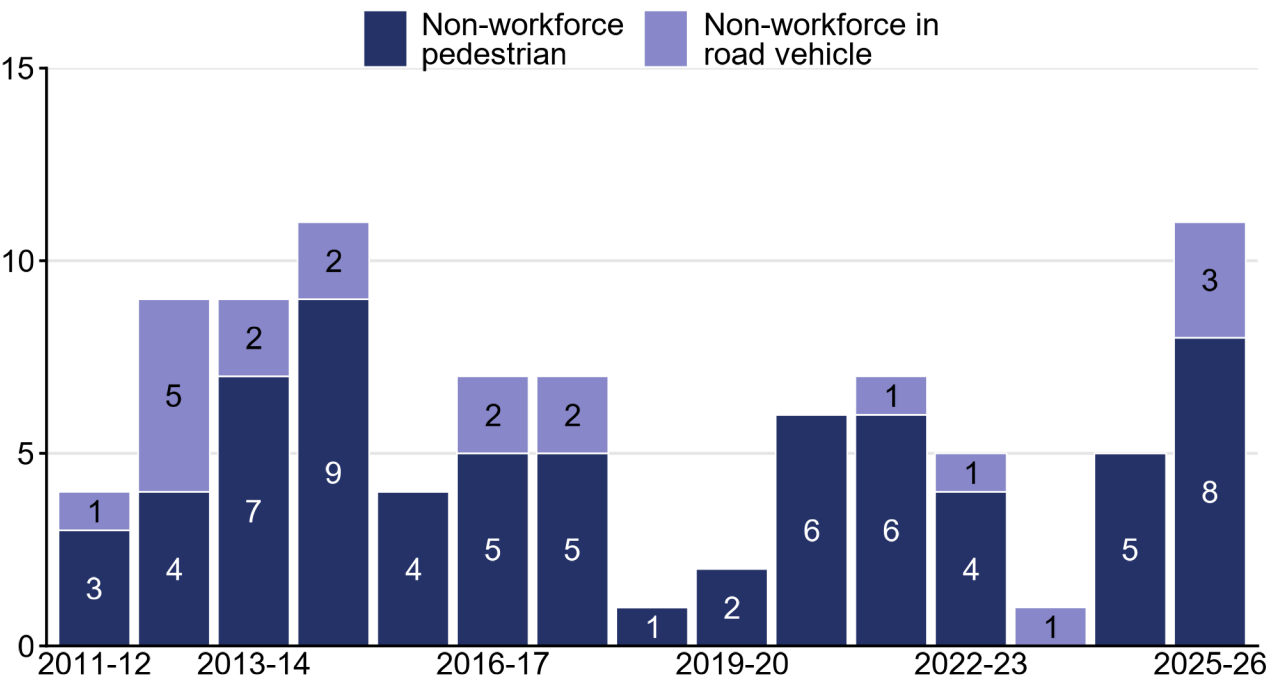
The level crossings fatalities below are included in the non-workforce (passenger or public) fatalities presented earlier in this release.

Mainline

There were 11 fatalities at mainline level crossings in the latest year, an increase of six compared with the previous year. The fatalities involved eight pedestrians and three road vehicle users.

Figure 3.1 Highest number of fatalities recorded since the year April 2014 to March 2015 with 11 fatalities

Mainline fatalities at level crossings by person type, Great Britain, annual data, April 2011 to March 2026 (Table 5204)



Trams, metros and other non-mainline networks

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

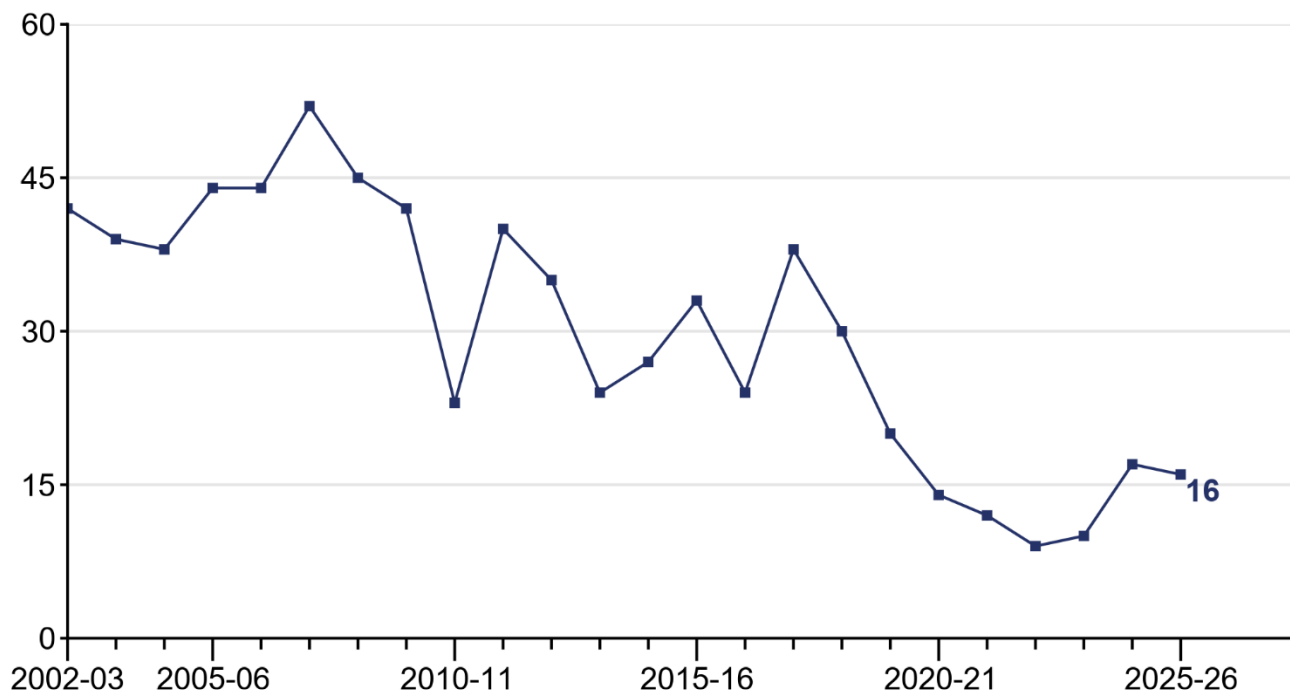
Trespass

Mainline

In the latest year, there were 16 trespass fatalities (excluding suicides or suspected suicides) reported on the mainline, one fewer than the previous year. 13 of these were caused by people being struck by trains, two were due to electrocution and one was from a fall. Of the 16 trespass fatalities, 12 were RIDDOR reportable and the remaining four were non-RIDDOR reportable.

Figure 3.2 Trespass fatalities decreased by one in the latest year

Mainline trespass fatalities, Great Britain, annual data, April 2002 to March 2026 (Table 5270)



There were 48 severe injuries to trespassers on the mainline in the latest year, a decrease of 37 compared with the previous year, which had been the highest level since the start of the time series. Over the same period, there were 23 non-severe injuries to trespassers, eight fewer than in the previous year.

London Underground

There were no trespass fatalities reported on the London Underground in the latest year, compared with four in the previous year. As with the last three years, there were no severe injuries to trespassers on the London Underground in the latest year. There were three non-severe injuries, down by five 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 10 severe injuries on other non-mainline networks over the same period.

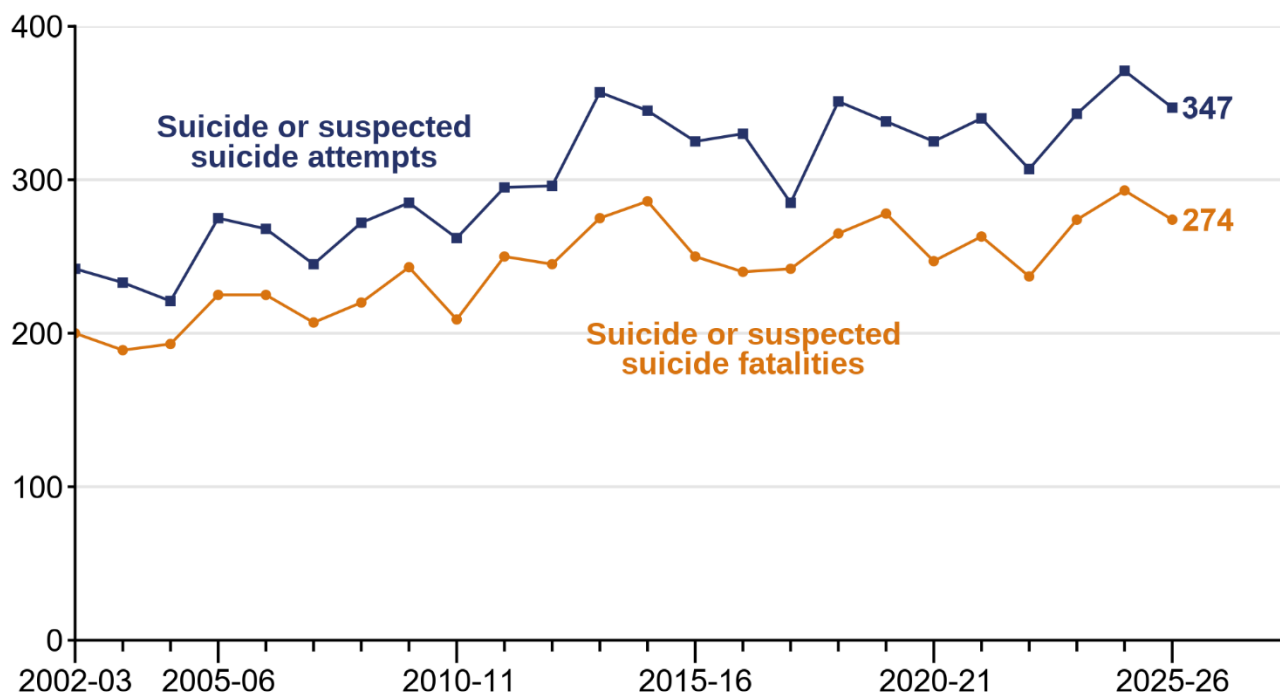
Suicides

Mainline

There were 347 suicide or suspected suicide attempts on the mainline in the latest year, of which 274 resulted in a fatality. This was a decrease of 19 fatalities compared with the previous year.

Figure 3.3 Suicide fatalities on the mainline decreased in the latest year

Mainline suicide or suspected suicide attempts and fatalities, Great Britain, annual data, April 2002 to March 2026 (Table 5275)



London Underground

There were 79 suicide or suspected suicide attempts on the London Underground in the latest year, of which 16 resulted in a fatality. This was a decrease of 11 fatalities compared with the previous year.

Assaults

On the mainline, both the non-workforce and workforce assaults are recorded by assault type, which can result in multiple counting within a single incident. For example, if a member of the public is subjected to harassment and then physically assaulted during the same incident, each assault type is recorded separately and contributes to the overall total.

London Underground records each incident according to the highest level of severity and does not apply multiple counting. For example, where a member of staff is verbally abused and subsequently physically assaulted during the same incident, the event is recorded only as a physical assault.

Non-workforce assaults

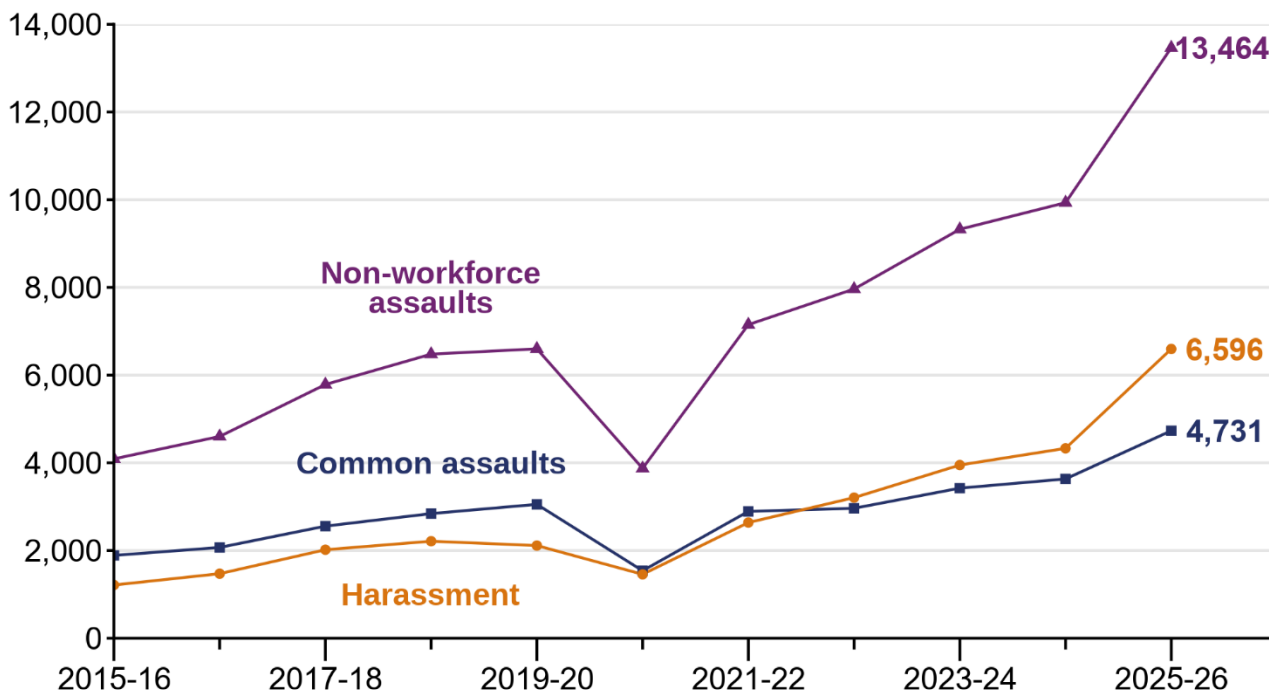
Non-workforce assaults reported on the mainline and London Underground include both injury and non-injury incidents. This means that an assault is recorded regardless of whether an injury was sustained. For example, if a member of the public is pushed but does not suffer an injury, the incident will be recorded as a physical assault.

Mainline

There were 13,464 assaults to non-workforce on the mainline in the latest year, a steep increase of 36% compared with the previous year and the highest number recorded since the start of the time series. Harassment and common assaults account for the majority of reported incidents and they increased by 52% and 30% respectively.

Figure 3.4 Non-workforce assaults incidents increased over the last five years and is now at a record high

Mainline non-workforce assault incidents, including harassment and common assaults, Great Britain, annual data, April 2015 to March 2026 (Table 5206)



London Underground

The number of assaults to non-workforce on the London Underground increased to 5,534 in the latest year, an increase of 20% compared with the previous year. This was mainly driven by an increase in harassment and in common assaults, with both making up more than 80% of the total number of assaults in the latest year. As with the mainline, they both recorded their highest number of cases since the start of time series in April 2004.

Workforce assaults

Workforce assaults, published for the first time in this release, are based on recorded incidents and may be affected by changes in reporting over time.

Mainline

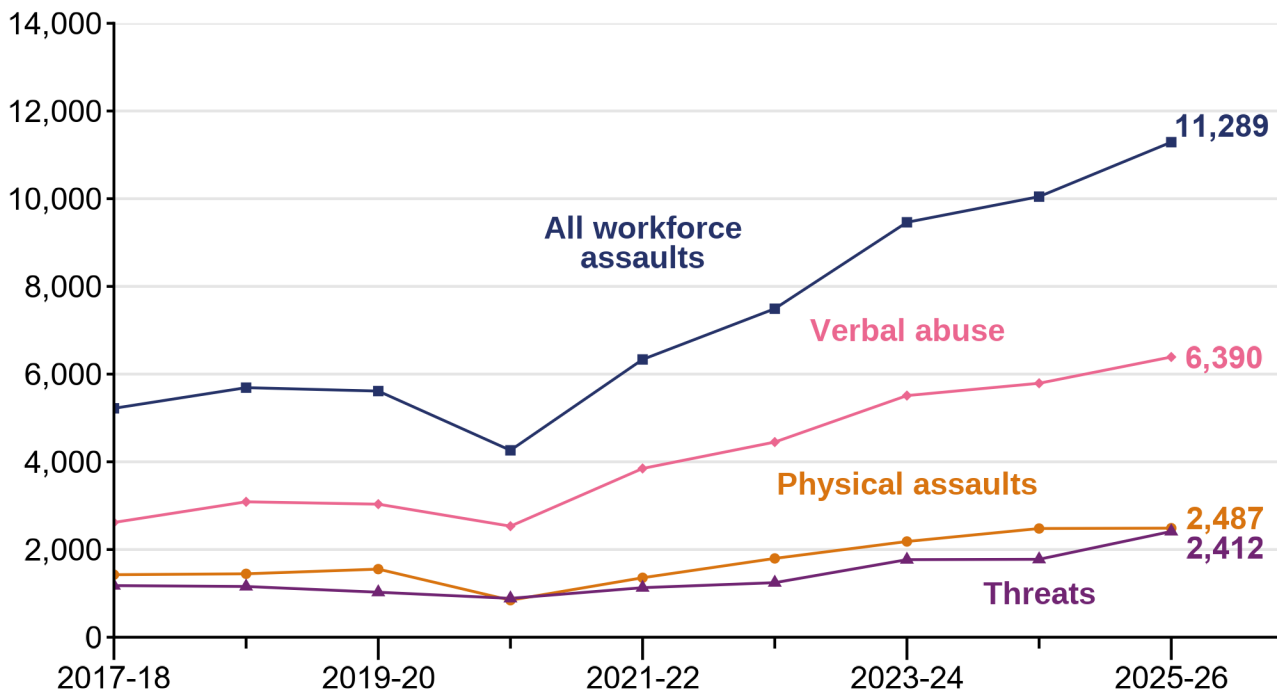
From April 2017 to March 2018 onwards, workforce assaults on the mainline include both injury and non-injury events. Prior to this only incidents resulting in an injury were reported.

There were 11,289 workforce assaults reported across the three categories (physical, verbal and threats) on the mainline in the latest year, an increase of 12% compared with the previous year.

Verbal abuse, which accounts for more than half of the total number of workforce assaults reported, increased to 6,390 in the latest year.

Figure 3.5 All three categories of workforce assaults have increased in the last five years

Mainline workforce assault incidents, Great Britain, annual data, April 2017 to March 2026 (Table 5206)



London Underground

Workforce assaults on the London Underground include both injury and non-injury incidents since the start of the time series.

There were 3,525 workforce assaults reported across the three categories (physical, verbal and threats) on the London Underground in the latest year, a decrease of 3% compared with the previous year.

Verbal abuse, which makes up more than half of the total number of workforce assaults reported, decreased to 1,819 in the latest year.

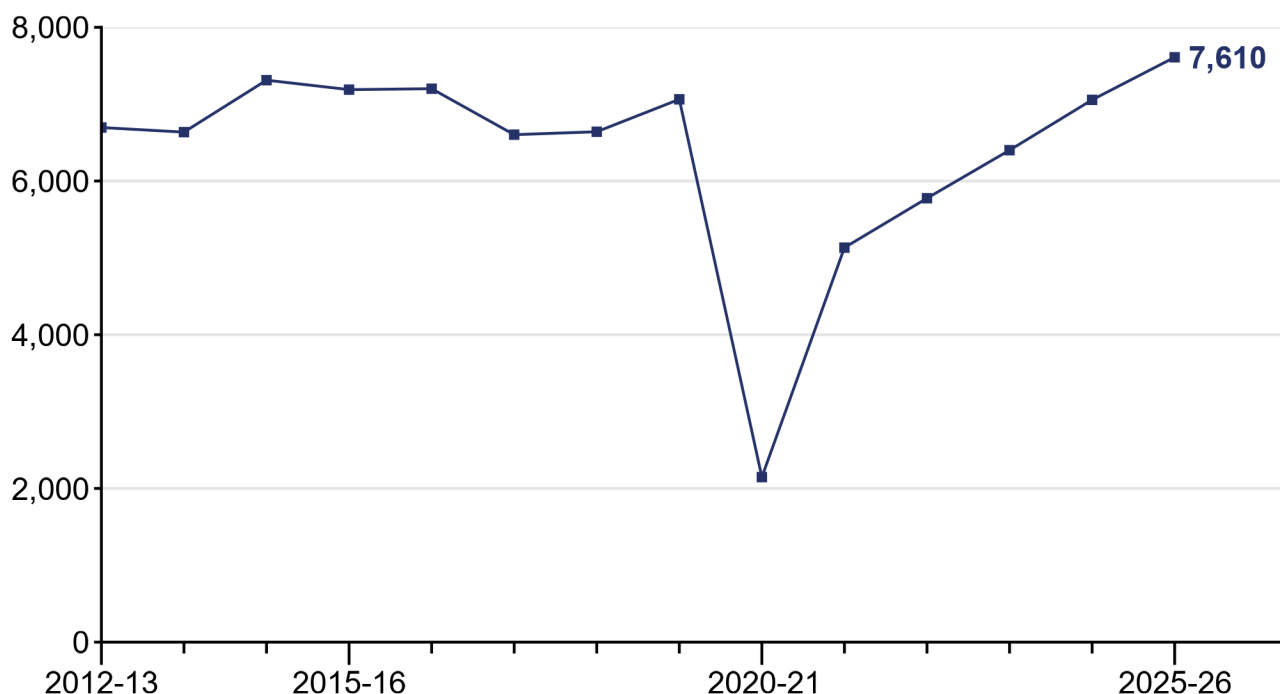
4. Non-workforce injuries

Mainline

There was a total of 7,610 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. This is the highest number of injuries recorded since the start of the time series.

Figure 4.1 Mainline non-workforce injuries increased over the last five years, rising above pre-pandemic levels

Mainline non-workforce injuries in stations or on trains, Great Britain, annual data, April 2012 to March 2026 (Table 5200)



There were 1,294 non-workforce injuries where individuals had to be taken to hospital in the latest year, the majority of which occurred in stations or at the platform train interface.

Severe injuries caused by slips, trips or falls, which account for more than two-thirds of all severe injuries, decreased by 17% compared with the previous year.

Non-severe injuries, which account for 80% of all injuries, increased to 6,316 in the latest year. This was largely attributed to the 4,456 non-severe injuries which occurred in mainline stations, an increase of 8% compared with the previous year.

In addition to the physical injuries, there were 223 shock and trauma incidents in the latest year, which decreased by 29% compared with the previous year.

London Underground

There was a total of 3,998 injuries (severe and non-severe) to non-workforce on the London Underground in the latest year.

There were 359 injuries to non-workforce which resulted in those affected being taken directly to hospital. Of these, 93% occurred in stations or at the platform-train interface with 69% of severe injuries caused by slips, trips and falls.

There were 3,639 non-severe injuries to non-workforce in the latest year, a decrease of 6% compared with the previous year. This was largely due to the decrease (10%) in the number of slips, trips and falls, which account for over half of all non-severe injuries.

In addition, there were two shock and trauma incidents in the latest year, down by six compared with the previous year.

Trams, metros and other non-mainline networks

There were 47 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, a decrease of 11 compared with the previous year. This was largely due to the decrease in severe injuries occurring in the station (down by 8) and at the platform-face interface (down by 6) in the latest year. Nearly half of the severe injuries were due to slips, trips and falls with 21 incidents recorded in the latest year (down by 15).

5. Workforce injuries

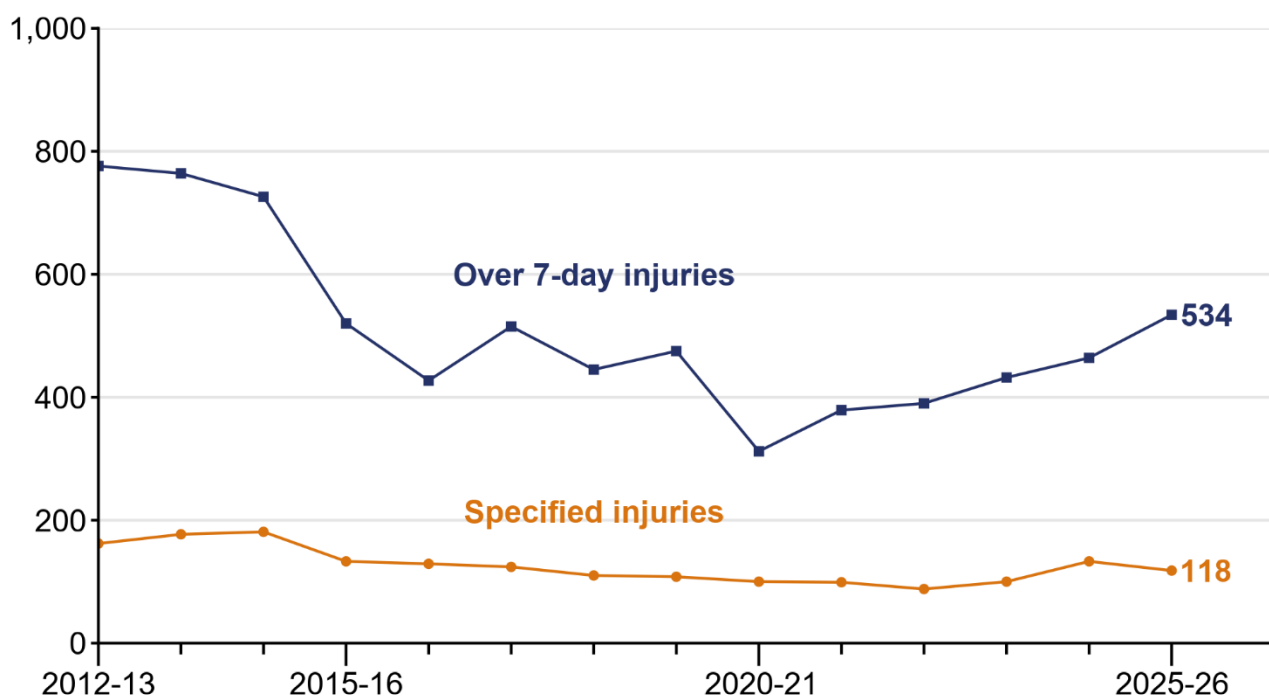
Mainline

There was a total of 4,941 workforce injuries (specified, over 7-day and non-severe) on the mainline in the latest year, an increase of 4% compared with the previous year. Rail staff suffered 118 specified injuries (the most serious RIDDOR reportable injuries to members of the workforce), down by 15 compared with the previous year.

There were 4,823 other injuries (over 7-day injuries and non-severe) to the workforce; an increase of 4% compared with the previous year.

Figure 5.1 Mainline workforce over 7-day injuries has increased over each of the last five years

Mainline workforce specified and over 7-day injuries, Great Britain, annual data, April 2012 to March 2026 (Table 5210)



In addition to the physical injuries, there was a total of 662 shock and trauma incidents on the mainline in the latest year, down by a quarter compared with the previous year.

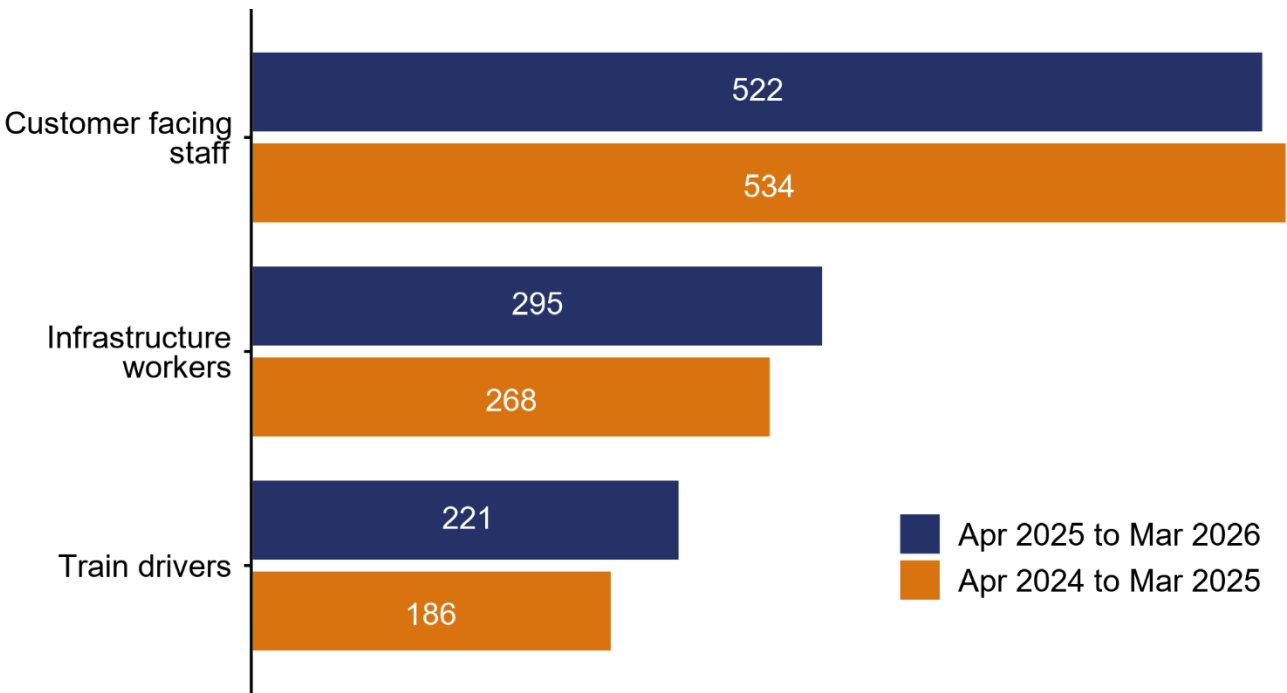
London Underground

On the London Underground there was a total of 1,059 injuries (specified, over 7-day and non-severe) to workforce in the latest year, an increase of 6% compared with the previous year.

There were 18 specified injuries to workforce, up by nine compared with the previous year, and 1,041 other injuries (over 7-day and non-severe). Other injuries were 5% higher than in the previous year.

Figure 5.2 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 2024 to March 2026 (Table 5210)



In addition, there were 184 shock and trauma incidents on the London Underground in the latest year, 10% more than the previous year. 61% of all incidents involved customer facing staff.

Trams, metros and other non-mainline networks

There were 87 workforce injuries on trams, metros and other non-mainline networks in the latest year, down by 19 compared with the previous year. There were 76 severe (over 7-day) and 11 specified injuries in the latest year.

6. Train accidents

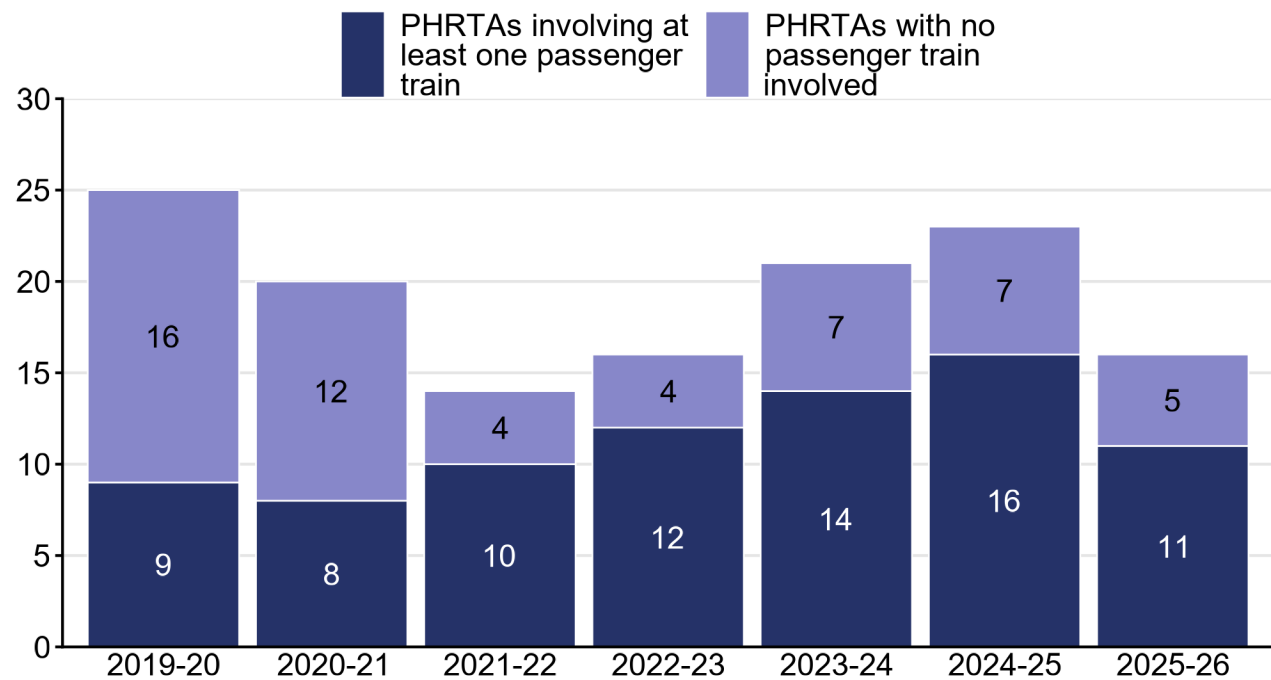
Mainline

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

There were 252 train accidents in the latest year on the mainline, a decrease of 43% compared with the previous year. Of these incidents, 16 were potentially high-risk train accidents (PHRTAs) and 11 of these involved at least one passenger train.

Figure 6.1 Total number of PHRTAs decreased in the latest year after increasing over the last four years

Potentially high-risk train accidents (PHRTAs) on the mainline, Great Britain, annual data, April 2019 to March 2026 (Table 5260)



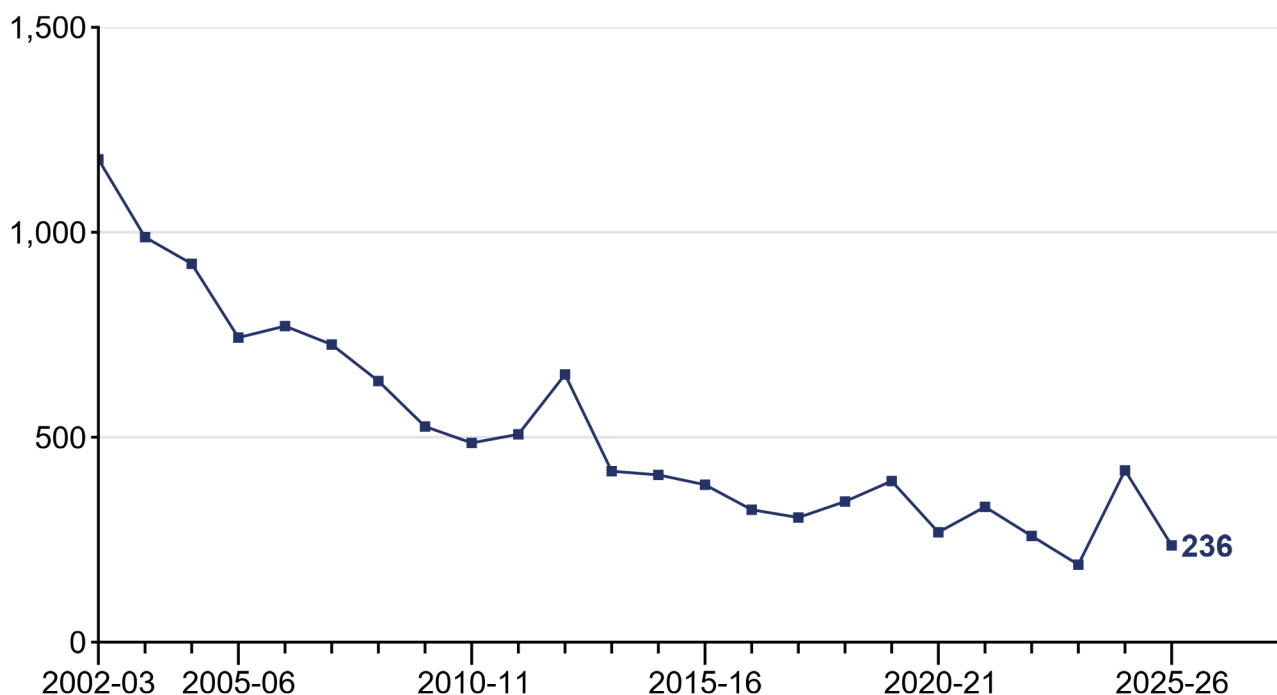
The 16 PHRTAs were:

- nine collisions with road vehicles at level crossings (eight involving passenger trains)
- four derailments (involving one passenger train)
- two collisions between trains (involving one passenger train)
- one collision with a buffer stop (involving one passenger train)

There were 236 non-PHRTAs in the latest year, a decrease of 44% compared with the previous year. The decrease was largely attributed to a decrease in trains ‘striking or running into other objects’ which accounted for nearly half of all non-PHRTAs.

Figure 6.2 Non-PHRTA mainline train accidents nearly halved in the latest year compared to the previous year

Non-PHRTA train accidents on the mainline, Great Britain, annual data, April 2002 to March 2026 (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 15 train accidents in the latest year, up by six compared with the previous year. Of these, two were potentially high-risk train accidents (PHRTAs) but with no passenger trains involved. The remaining 13 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

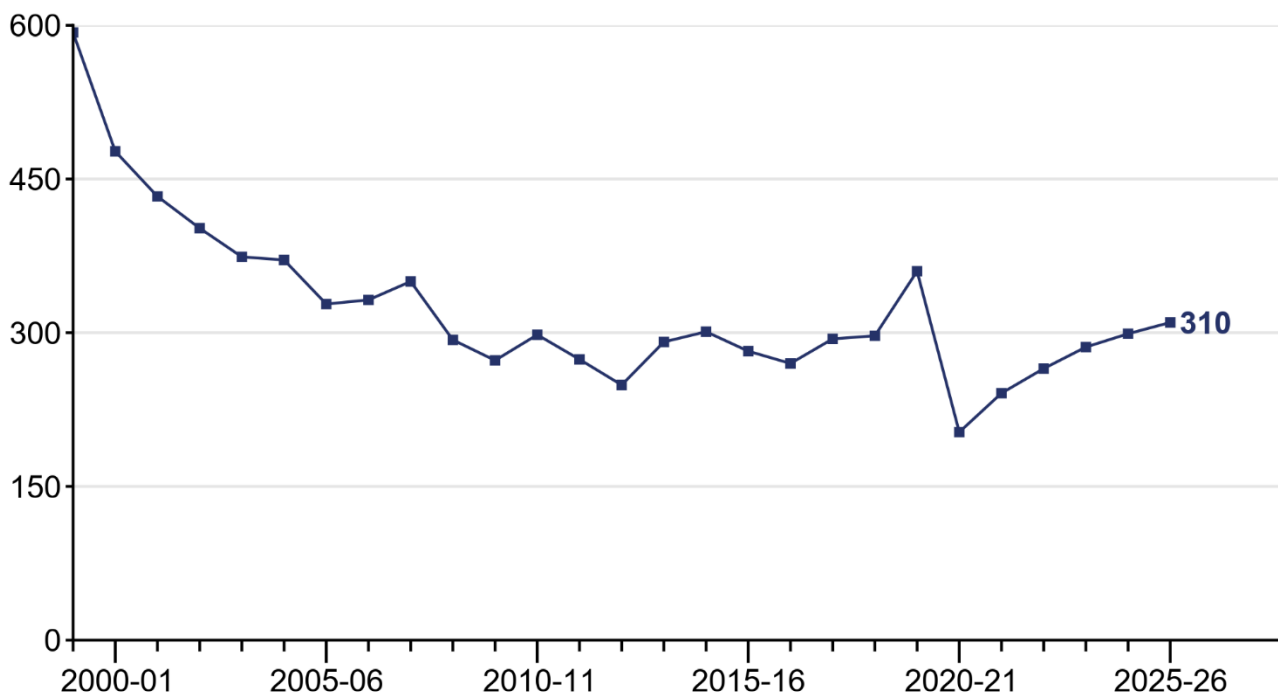
There were no train accidents resulting in workforce or non-workforce fatalities on trams, metros and other non-mainline networks in the latest year. There were 166 train accidents in the latest year, down by 18 compared with the previous year. Of these, 118 were collisions with road vehicles at other locations.

7. 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.

Figure 7.1 SPADs on the mainline increased over the last five years

Signals passed at danger on the mainline, Great Britain, annual data, April 1999 to March 2026 (Table 5255)



There has been a gradual decrease in SPADs from April 1999 until March 2013 with some fluctuations. It 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 11 to 310 in the latest year.

Data for SPADs is published quarterly in [Table 5255](#).

8. 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.
- **Other non-mainline networks** include trams, metros, other light rail, minor and heritage railways.
- **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:
 - (i) **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.
 - (ii) **Train drivers**
 - (iii) **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.

(iv) **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:

- (a) **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.
- (b) **Specified injury** – the most serious RIDDOR reportable injuries to members of the workforce (previously called workforce major injury).
- (c) **Severe injury** (additional RIDDOR workforce and non-workforce reportable injuries):
 - (i) **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.
 - (ii) **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.
- (d) **Non-severe injury** - All other workforce and non-workforce injuries which are neither fatalities, specified, nor severe injuries.
- (e) **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.
 - (i) **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.

- (ii) **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 **Transport for London** (TfL).

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 workforce and non-workforce 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. TfL provides the workforce assaults data on the London Underground directly to ORR. BTP has been providing ORR with the London Underground non-workforce assaults data from April 2009. Prior to this, TfL provided its non-workforce 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 TfL 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 TfL 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 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. 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, 5210, 5220, 5230, 5270: Mainline fatalities have been split into RIDDOR and non-RIDDOR reportable incidents on the mainline from April 2002 to March 2017. This has resulted in some corrections to historic data. Mainline non-workforce passenger or public and trespass fatalities have been revised for April 2024 to March 2025 due to non-RIDDOR cases being re-classified as RIDDOR after further investigation. Mainline injuries and shock and trauma incidents from April 2021 to March 2024 have been revised due to a reporting backlog and reclassifications.
- Table 5260: Mainline data for non-potentially higher risk train accidents (non-PHRTAs) with no passenger train involved, due to train fires has been revised from April 2021 to March 2022 following late reporting and reclassification of incidents.
- Tab 5250: Mainline broken rails data has been revised for April 2023 to March 2024 due to late reporting.

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](#))
- Reporting 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
- Workforce and non-workforce assaults – 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 2025 to March 2026](#) (July 2026)

[Office of Rail and Road: Annual Health and Safety Report on Britain's railways, 2025 to 2026](#) (July 2026)

[Health and Safety Executive: Work-related fatal injuries in Great Britain, 2025 to 2026](#) (July 2026)

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 with 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 Great Britain's railways and other European countries. The [latest CSI report for Great Britain was published](#) by ORR in January 2026.

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.



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