Rail safety
April 2022 to March 2023

28 September 2023

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 2022 to 31 March 2023

Contents:

Responsible Statistician:
A. Ramyead

Public Enquiries:
rail.stats@orr.gov.uk

Media Enquiries:
Tel: 07856 279808

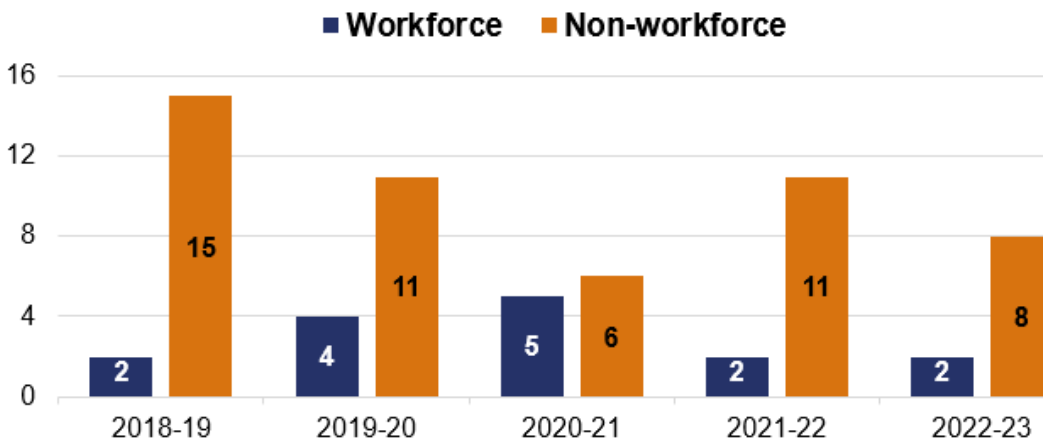
Next publication:
26 September 2024

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 eight **non-workforce fatalities** (passenger or public) in the latest year (April 2022 to March 2023), a decrease from 11 in the previous year. These included five fatalities which occurred in mainline stations and at the platform-train interface, two passenger fatalities at stations on the London Underground and one fatality from a collision between a member of the public and a tram.

Figure 1 Non-workforce fatalities have fallen in the latest year while workforce fatalities remained the same

Workforce and non-workforce (passenger or public) fatalities on all rail networks, Great Britain, annual data, April 2018 to March 2023



There were two **workforce fatalities** on the mainline in the latest year, same as the previous year. Both fatalities were road traffic collisions.

In the latest year, there were six **fatalities at level crossings**, down by three compared with the previous year. They involved four pedestrians and one motorcyclist on the mainline and a member of the public on a scooter at a footpath crossing on the non-mainline 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 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 1.4 billion passenger journeys on mainline railway in the latest year (April 2022 to March 2023). This is an increase of 46% compared with the previous year and represents 83% of the 1.7 billion journeys made in the year April 2019 to March 2020 (pre-pandemic).

Fatalities

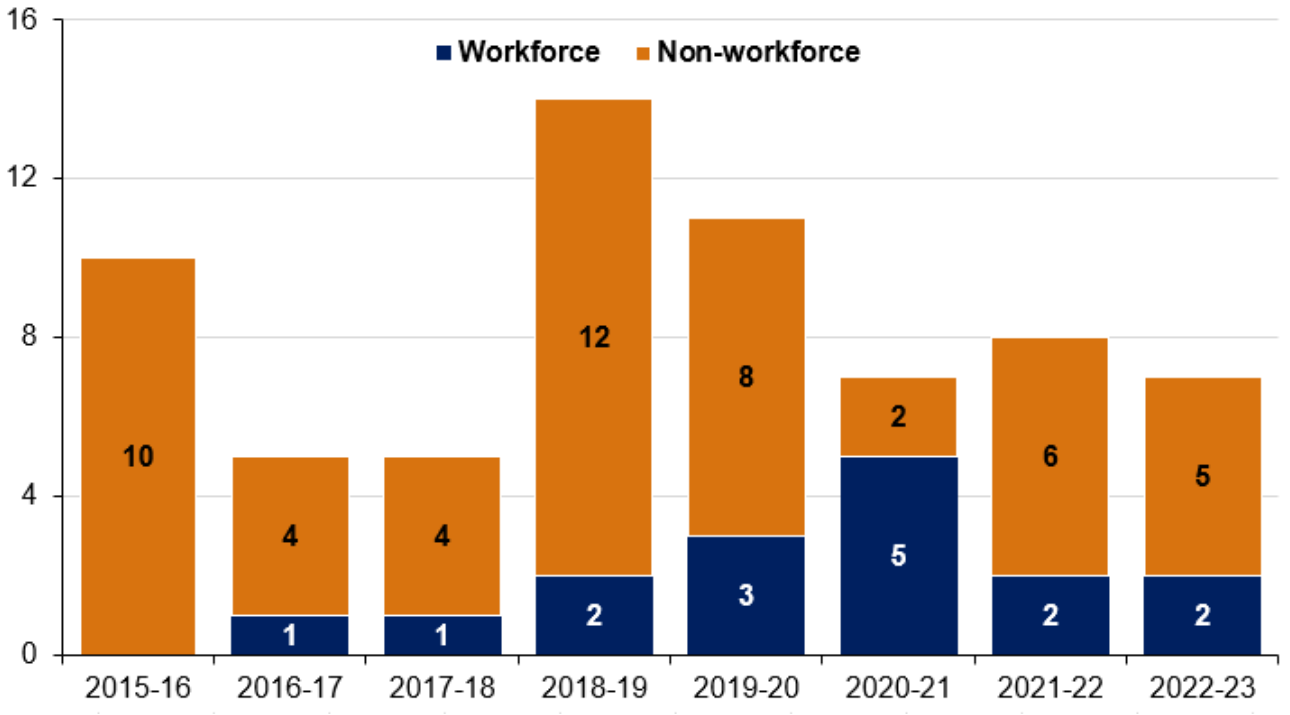
Mainline

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

- Two workforce fatalities: both in road traffic collisions;
- Five non-workforce (passenger or public) fatalities: three occurred in stations and two at the platform-train interface.

Figure 1.1 Fatalities on the mainline decreased by one compared with the previous year and remains historically low

Mainline workforce and non-workforce (passenger or public) fatalities, Great Britain, annual data, April 2015 to March 2023 (Table 5200)



London Underground

There were a total of two passenger fatalities in the latest year, both resulting from slips, trips or falls at the station.

Trams, metros and other non-mainline networks

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

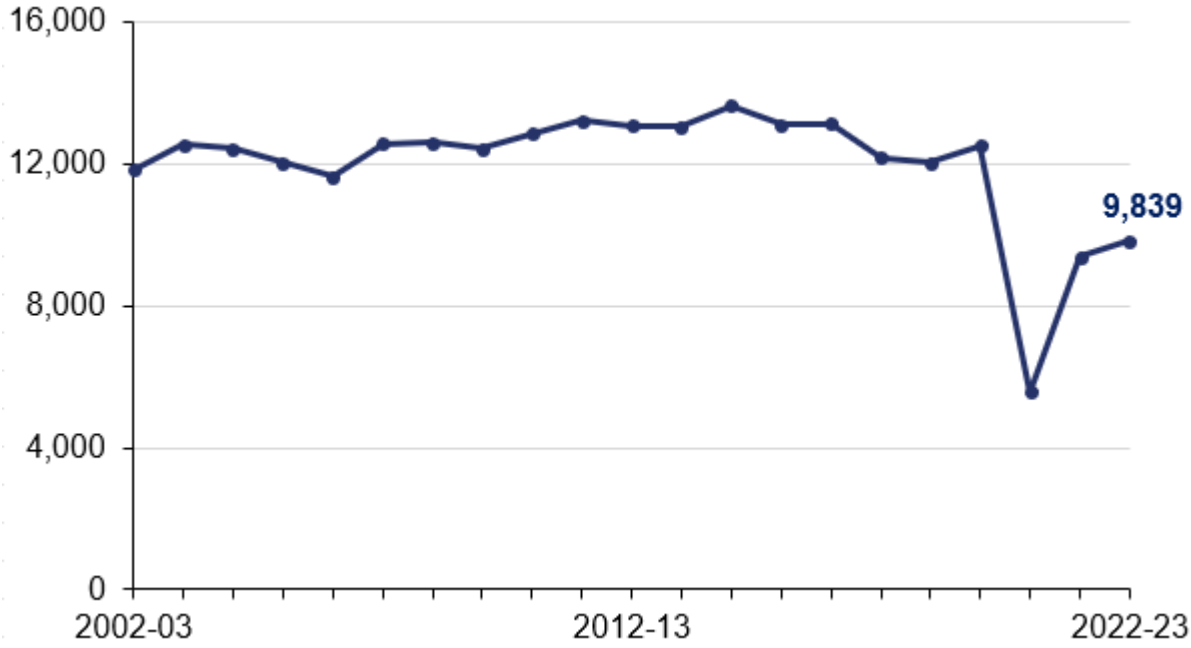
Injuries

Mainline

There were 9,839 workforce and non-workforce (passenger or public) injuries in the latest year, an increase of 5% compared with the previous year. The rate of increase in injuries is considerably lower than the rate of increase in passenger journeys when compared with the previous year and the number of injuries is still lower compared with pre-pandemic years.

Figure 1.2 Excluding years impacted by COVID-19, total injuries to mainline workforce and non-workforce are at their lowest in the past twenty years

Total injuries to mainline workforce and non-workforce (passenger or public), Great Britain, annual data, April 2002 to March 2023 (Tables 5200)



Non-severe injuries, which make up 86% of the total injuries (severe, non-severe and specified), increased by 7% to 8,429 in the latest year. Severe injuries, which account for 13% of the total injuries, decreased to 1,327 in the latest year, even though passenger journeys continued to increase.

London Underground

There were 4,572 workforce and non-workforce total injuries in the latest year, an increase of 20% compared with the previous year. Of these, 4,304 were non-severe injuries, which increased from 3,621 recorded in the previous year.

Trams, metros and other non-mainline networks

There were 130 workforce and non-workforce total injuries in the latest year. This was a decrease from the 156 recorded in the previous year and was attributed to the decrease in severe injuries from 133 to 107.

2. Other non-workforce fatalities

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

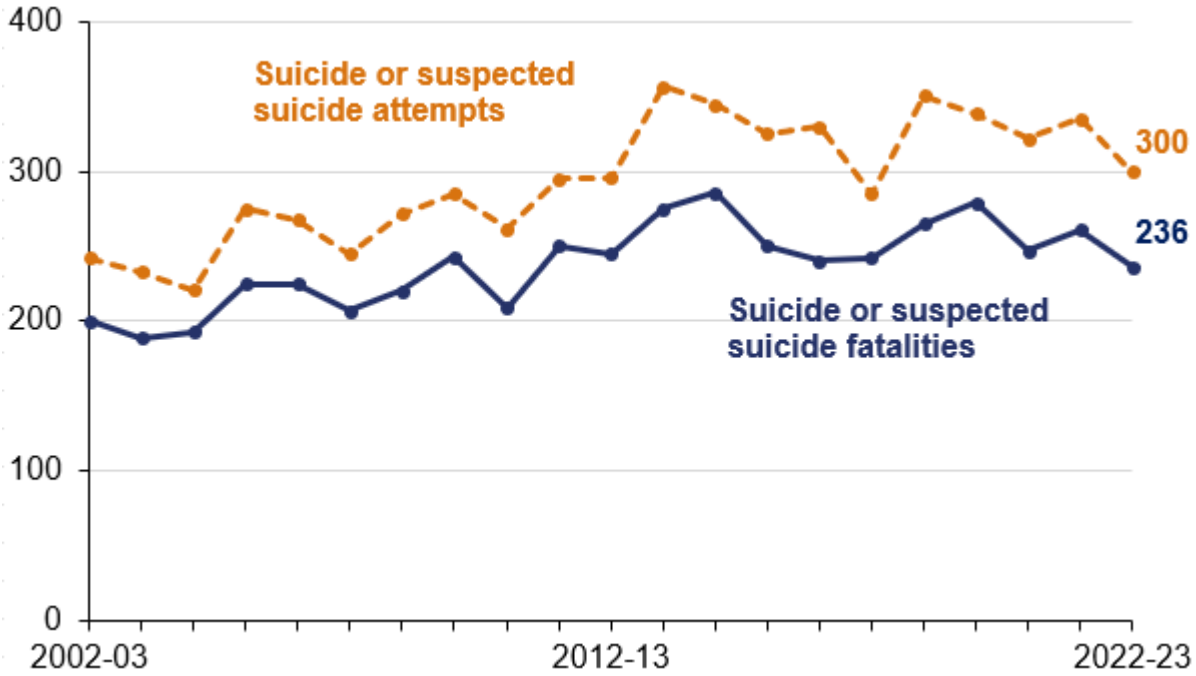
Suicides

Mainline

There were 300 suicide or suspected suicide attempts on the mainline in the latest year, of which 236 were fatalities, a decrease of 25 on the previous year.

Figure 2.1 Suicide fatalities on the mainline, though still high, were at its lowest since year ending March 2011

Mainline suicide or suspected suicide attempts, Great Britain, annual data, April 2002 to March 2023 (Table 5275)



London Underground

There were 70 suicide or suspected suicide attempts in the latest year, of which 29 resulted in a fatality on the London Underground. This was an increase of five fatalities compared with the previous year.

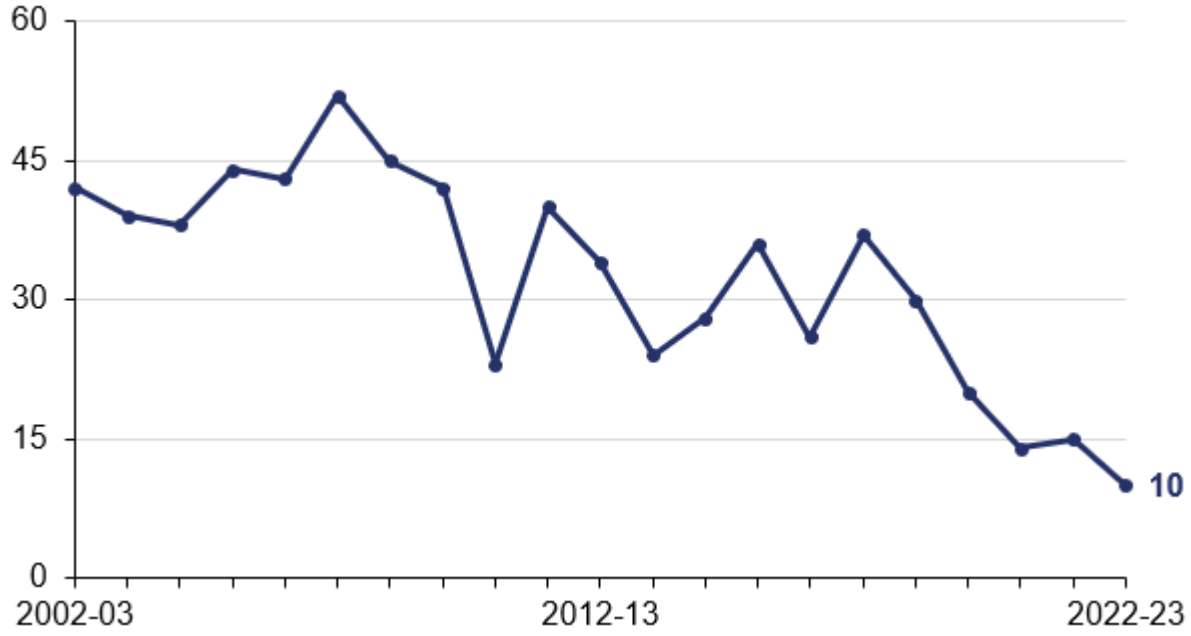
Trespass

Mainline

There were 10 trespass fatalities (excluding suicides) reported in the latest year, five fewer than in the previous year. Six of the 10 trespass fatalities were caused by people being struck by trains.

Figure 2.2 Mainline trespass fatalities fell to a record low since start of the time series in April 2002

Mainline trespass fatalities, Great Britain, annual data, April 2002 to March 2023 (Table 5270)



There were 40 severe injuries to trespassers in the latest year, up by one compared with the previous year. Over the same period, there were 22 non-severe injuries for trespassers, down by two compared with the previous year.

London Underground

There were no trespass fatalities or severe injuries on the London Underground in the latest year. There were 18 non-severe injuries to trespassers, which is the highest number recorded since the start of the time series in April 2017.

Trams, metros and other non-mainline networks

There was one trespass fatality in the latest year which resulted from a collision between a member of the public and a tram. There were no severe injuries on non-mainline networks over the same period.

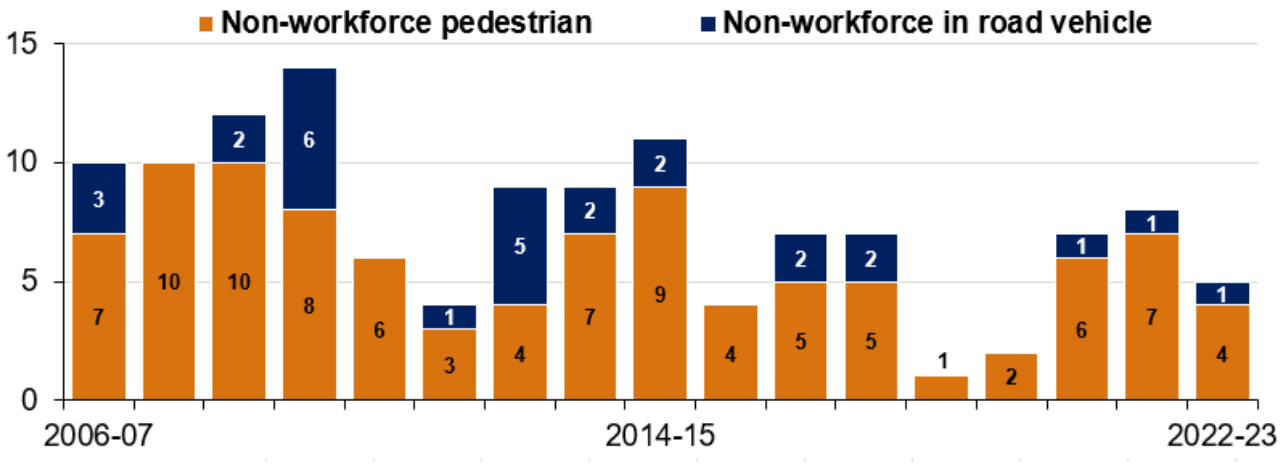
Level crossings

Mainline

There were five fatalities at mainline level crossings, three fewer than in the previous year. They involved four pedestrians and one motorcyclist. All five incidents occurred at footpath and bridleway crossings.

Figure 2.3 Pedestrian fatalities at mainline level crossings fell after increasing for three consecutive years

Mainline fatalities at level crossings by person type, Great Britain, annual data, April 2006 to March 2023 (Table 5204)



Trams, metros and other non-mainline networks

There was one fatality involving a member of the public on an electric scooter at a footpath crossing in the latest year.

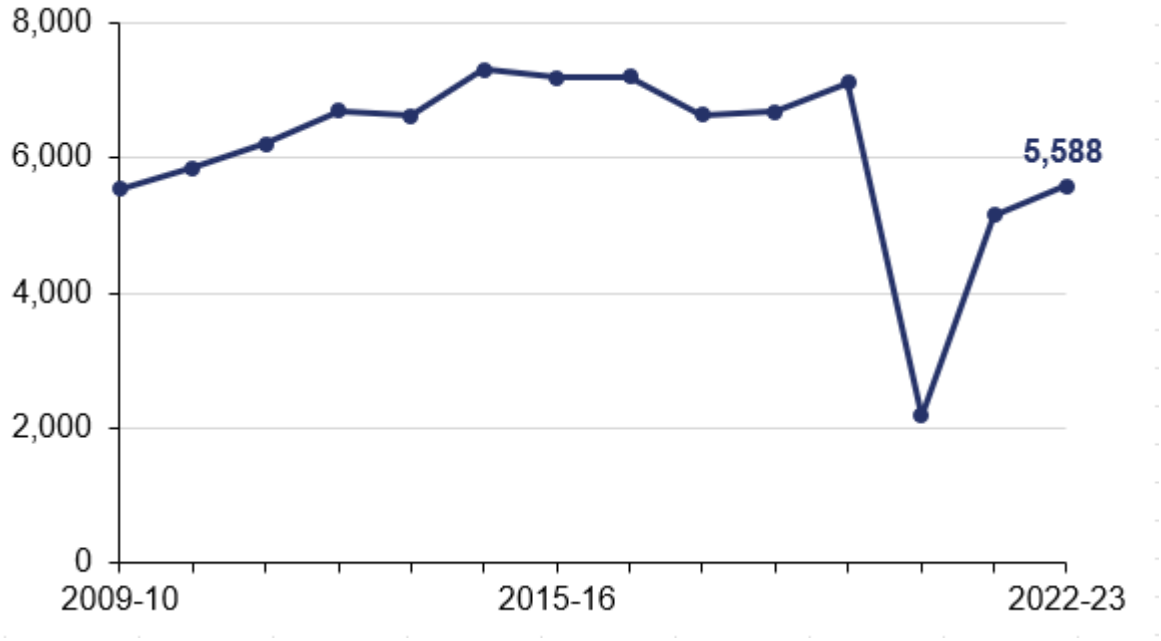
3. Non-workforce injuries

Mainline

There were a total of 5,588 injuries (severe and non-severe) to non-workforce (passenger or public) in the latest year, an increase of 8% compared with the previous year.

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

Mainline non-workforce injuries in stations or on trains, Great Britain, annual data, April 2009 to March 2023 (Table 5200)



There were 962 non-workforce injuries where they had to be taken directly to hospital in the latest year, a decrease of 9% compared with the previous year. Non-severe injuries, which represents 83% of the total injuries, increased by 13% compared with the previous year, with 4,626 recorded in the latest year.

In addition to the physical injuries, there were 269 shock and trauma incidents in the latest year, which was the second highest number recorded since the year ending March 2008.

Table 3.1 Slips, trips and falls were the main cause of mainline non-workforce severe injuries in stations

Mainline non-workforce severe injuries in stations, Great Britain, annual data, April 2022 to March 2023

Severe injury category	Number of injuries
Slips, trips and falls	574
Platform edge incidents	195
Contact with object	48
Assault and abuse	28
Other injuries	17
Total	**862**

Source: RSSB Annual Health and Safety Report April 2022 to March 2023

London Underground

There were a total of 3,625 injuries (severe and non-severe) to non-workforce (passenger or public) in the latest year, an increase of 22% compared with the previous year.

There were 28 injuries to non-workforce which resulted in those affected being taken directly to hospital, an increase of four compared with the previous year. Of these, 21 occurred in stations or at the platform-train interface. Nine of the severe injuries were caused by slips, trips and falls.

There were 3,597 non-severe injuries to non-workforce in the latest year and, similar to total injuries, increased by 22% compared with the previous year. This was largely due to the increase (23%) in the number of slips, trips and falls, which made up 61% of all non-severe injuries.

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

Trams, metros and other non-mainline networks

There were 26 severe non-workforce injuries where they had to be taken directly to hospital in the latest year, a decrease of ten compared with the previous year. This is largely due to the decrease in severe injuries which occurred on the running line and at level crossings (down from 13 to 6) and on-board trains (down from 9 to 6). The cause of the severe injuries was split between 15 (down by 2) resulting from contact with an object or person and 11 incidents (down by 8) from slips, trips and falls.

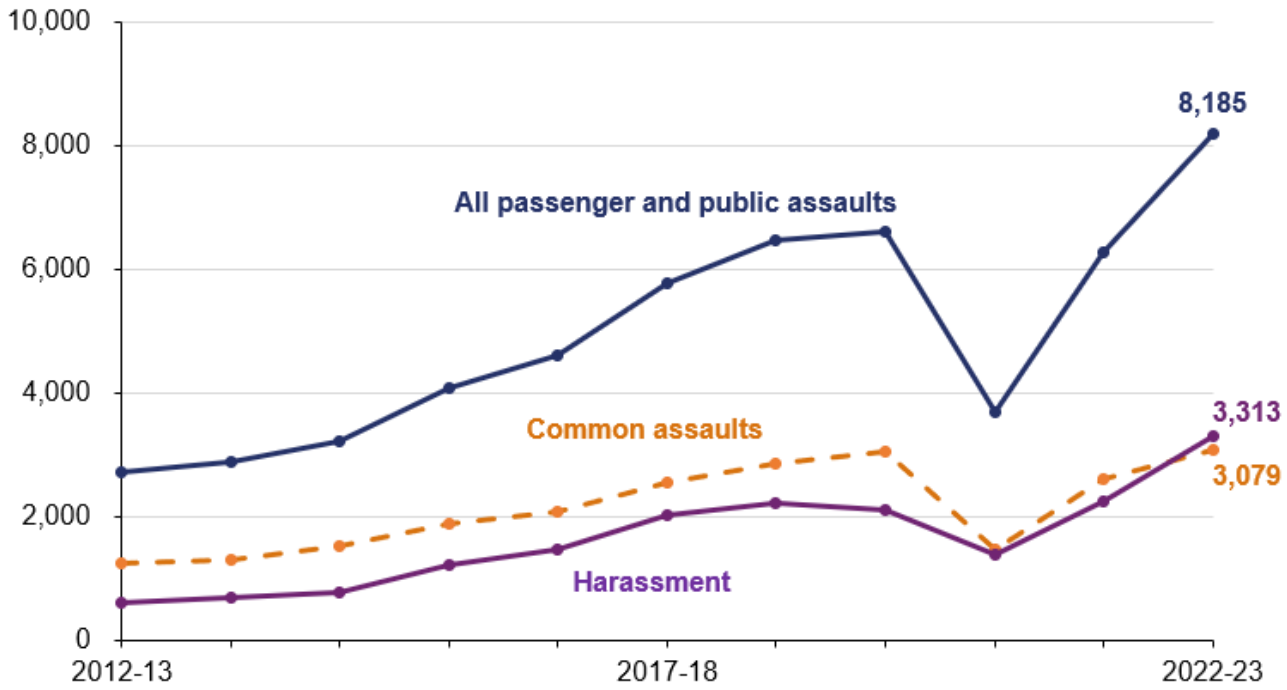
Passenger and public assault

Mainline

There were 8,185 assaults to non-workforce (passenger or public) in the latest year, an increase of 31% compared with the previous year. Harassment (40%) and common assaults (38%) 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 two years and is now at a record high

Mainline passenger and public assault incidents, including harassment and common assaults, Great Britain, annual data, April 2009 to March 2023 (Table 5206)



London Underground

The number of assaults to non-workforce increased to 3,332 in the latest year, an increase of 46% compared with the previous year. This was mainly driven by harassment which has the highest number of 1,270 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 41% of the total number of assaults in the latest year.

4. Workforce injuries

Mainline

There were a total of 4,251 workforce injuries (specified, over 7-day and non-severe) in the latest year, an increase of 29 injuries compared with the previous year. Rail staff suffered 83 specified injuries (RIDDOR reportable injuries to members of the workforce), which is the lowest figure recorded since the start of the time series in the time series in April 2002.

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

Mainline workforce specified injuries, Great Britain, annual data, April 2022 to March 2023

Specified injury category	Number of injuries
Slip, trips and falls	50
Contact with object	13
On-board injuries	6
Platform edge incidents	5
Other accidents	5
Road traffic accidents	3
Manual handling or awkward movement	1
Total	**83**

Source: RSSB Annual Health and Safety Report April 2022 to March 2023

There were 4,168 other injuries (over 7-day injuries and non-severe) to the workforce; an increase of 66 injuries compared with the previous year.

In addition to the physical injuries, there was a total of 799 shock and trauma incidents in the latest year, down by 17 incidents compared with last year.

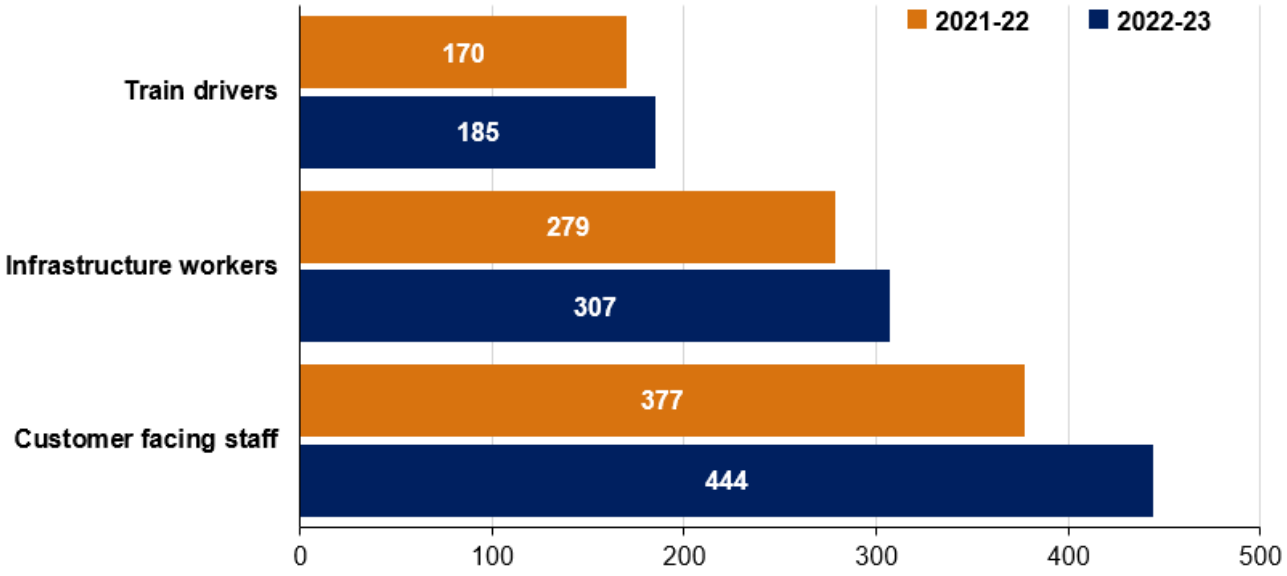
London Underground

On the London Underground there were a total of 947 injuries (specified, over 7-day and non-severe) to workforce in the latest year, an increase of 13% compared with the previous year.

There were 11 specified injuries to workforce, up from nine in the previous year, and 936 other injuries (over 7-day and non-severe). Other injuries were 13% higher than in the previous year.

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

London Underground workforce over 7-day and non-severe injuries by worker type, April 2021 to March 2023 (Table 5210)



In addition, there were 199 shock and trauma incidents in the latest year, 13 more compared with the previous year. More than half (52%) of the total incidents involved customer facing staff.

Trams, metros and other non-mainline networks

There were 104 workforce injuries on the non-mainline network in the latest year, down by 16 compared with the previous year. This was due to a decrease of 16 severe (over 7-day) injuries from 97 to 81 in the latest year. There were 23 specified injuries which remained the same as the previous year. Infrastructure workers saw the greatest decrease in workforce injuries, which nearly halved from 60 in the previous year to 32 injuries in the latest year.

5. Train accidents

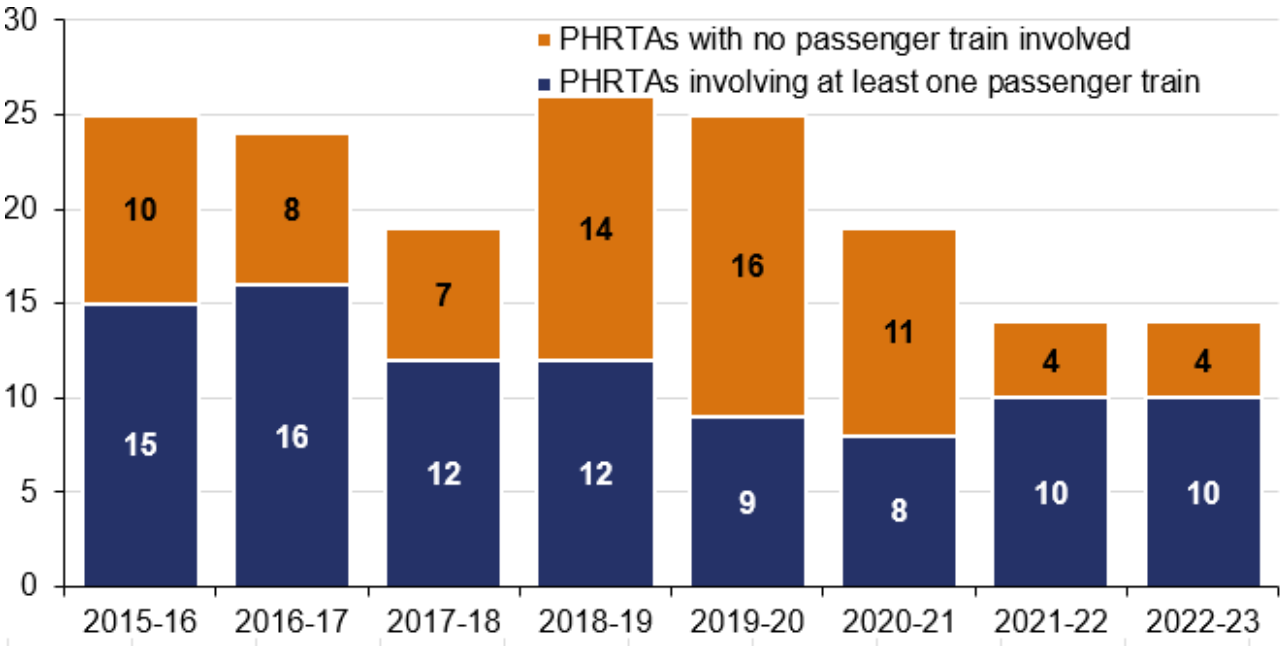
Mainline

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

There were 270 train accidents in the latest year on the mainline, a decrease of 22% compared with the previous year. As with the previous year, 14 of these incidents were potentially high-risk train accidents (PHRTAs) and 10 of these involved at least one passenger train.

Figure 5.1 Total number of PHRTAs plateaued after decreasing over three consecutive years

Potentially high-risk train accidents (PHRTAs) on the mainline, Great Britain, annual data, April 2015 to March 2023 (Table 5260)



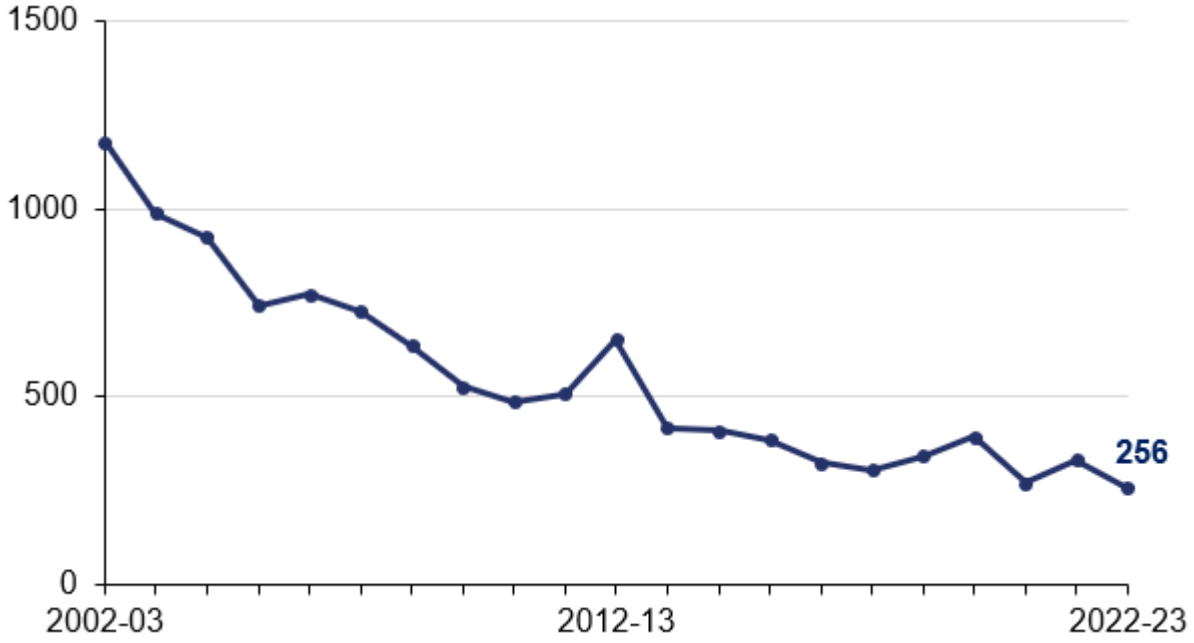
The 14 PHRTAs were:

- 5 collisions with road vehicles at level crossings (all five involving passenger trains)
- 4 collisions between trains (three involving passenger trains)
- 3 derailments (one involving a passenger train)
- 2 collisions with a buffer stop (one involving a passenger train)

There were 256 non-PHRTAs in the latest year, a decrease of 23% 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 nearly three-quarters (74%) 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 2023 (Table 5260)



London Underground

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

There were also no train accidents on the London Underground network in the latest year for the first time since the start of the time series in April 2017. This was a reduction from the seven train accidents recorded in the previous year.

Trams, metros and other non-mainline networks

There were two accidents (including a level-crossing fatality) resulting in workforce or non-workforce fatalities in the latest year.

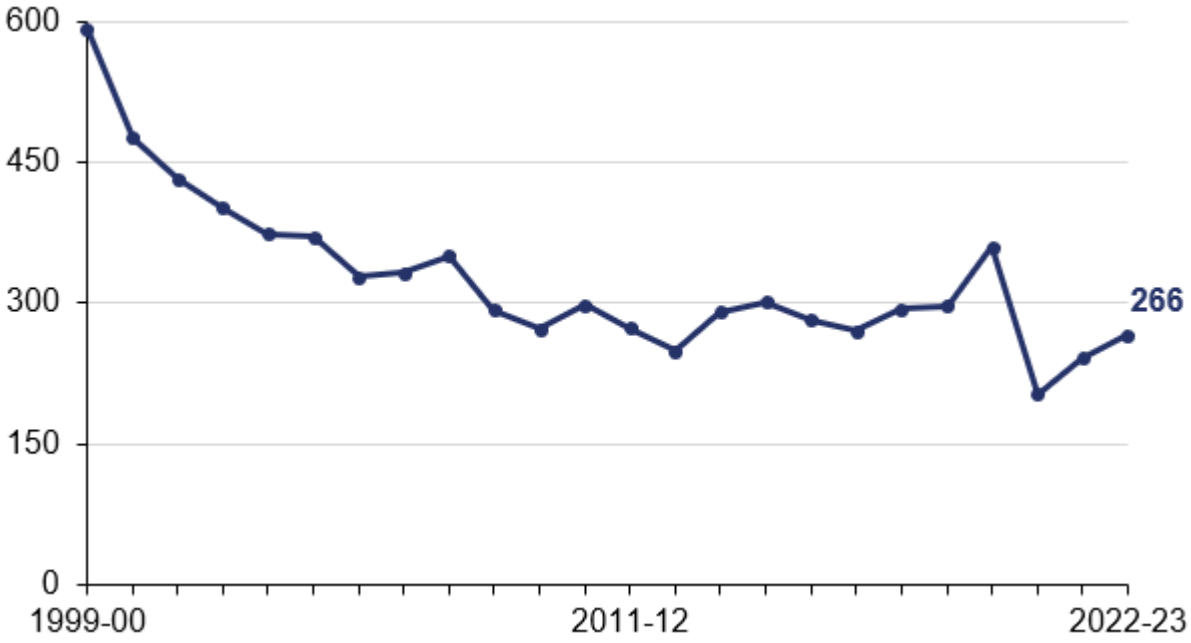
There were 139 train accidents on the non-mainline network in the latest year, up by 13 compared with the previous year. 117 of these were collisions with road vehicles at other locations.

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 two years

Signals passed at danger on the mainline, Great Britain, annual data, April 1999 to March 2023 (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 25 to 266 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** – RIDDOR reportable injuries to members of the workforce (previously called workforce major injury).
- **Severe injury**:
  - **Severe Hospital**: An injury to any non-workforce (or workforce off-duty) which occurs on or in connection with the transport system, resulting in that person being taken from the site of the accident to a hospital for treatment, in respect of that injury.
  - **Severe over 7-day**: Greater than 7-days lost time due to injury. Injuries to workforce, which are neither fatalities nor specified injuries, and result in the injured person being incapacitated due to that injury from their normal duties for more than seven consecutive calendar days, not including the day of the injury.
- **Non-severe injury** - All other workforce and non-workforce injuries which are neither fatalities, specified, nor severe injuries.
- **Shock and trauma:** shock or traumatic stress affecting any person who has been involved in, or has been a witness to, an event, and not suffered any physical injury.
  - Shock and trauma 7: greater than 7-day lost time due to shock or trauma. Any shock or trauma that results in workforce being incapacitated for their normal duties for more than seven consecutive calendar days, not including the day of the incident.
  - Shock or trauma: Any other workforce shock or trauma and all non-workforce shock or trauma.

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

Annex 2 – Quality and methodology

Data sources

Data for the mainline rail network, which is mainly owned, run and maintained by Network Rail, is provided by the **Rail Safety Standards Board** (RSSB). The scope is generally limited to incidents which occurred in stations, on trains or elsewhere on mainline infrastructure, such as the track or trackside. Workforce fatalities which occur away from these locations, but occur during working time, are also included.

The data for London Underground is provided by **London Underground Limited** (LUL).

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

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

Safety statistics review

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. ORR presented the changes to its stakeholders and published a user consultation note on the proposed changes on its user engagement page.

This led to new data being supplied for the April 2021 to March 2022 statistical release, based on the new methodology. RSSB were able to provide most of the back series from April 2002 onwards and data for non-mainline networks is from April 2016. This year LUL provided new historic data for the financial years April 2008 to March 2016.

Transport for London's reporting systems 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 deemed unreliable during its first year of use while migration was still underway. The April 2016 to March 2017 LUL data 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 should not be compared with data after 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 5220 and Table 5230: The figures for mainline fatalities have been revised for all years (April 2002 to March 2022) due to the addition of fatalities occurring at level crossings which were previously not included. Also, the figures for mainline injuries and shock and trauma between April 2018 and March 2021 have been revised by RSSB due to the addition of late reported and reclassification of events.
- Table 5210: The figures for workforce mainline injuries between April 2018 and March 2021 have been revised by RSSB due to the addition of late reported and reclassification of events.
- Table 5206: Figures between April 2019 and March 2022 has been revised due to audits of historic data carried out by BTP resulting in reclassifications of incidents.
- Table 5260: There have been revisions to the mainline potentially higher risk train accidents (PHRTA) and non-PHRTA between April 2018 and March 2021, due to incorrect data supplied and the addition of late reported events.
- Table 5265: The train accidents for London Underground for the year April 2021 to March 2022 has been corrected by the data supplier.
- Table 5270: The mainline figures between April 2018 and March 2022 have been revised by RSSB due to the reclassification of non-intentional trespass.
- Table 5275: The figures between April 2018 and March 2022 have been revised due to incorrect data supplied and the addition of late reported events in the recent years.

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 and cannot 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

- 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 2022 to March 2023 (June 2023)

Office of Rail and Road: Annual Health and Safety Report on Britain's railways, 2022 to 2023 (July 2023)

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 2023.

Annex 4 – ORR's statistical publications

Statistical Releases

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

In addition, ORR also publishes a number of Official Statistics, which consist of 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 Person's Railcard (DPRC); Passenger assistance.**

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

National Statistics

The United Kingdom Statistics Authority designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics. National Statistics status means that official statistics meet the highest standards of **trustworthiness**, **quality** and public **value**.

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

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

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

Any enquiries regarding this publication should be sent to us at orr.gov.uk/contact-us