



SEPTEMBER/OCTOBER 2025

BLOG.

RAIL SAFETY



LATEST STATISTICS ON WORKFORCE FATALITIES,
INJURIES AND INCIDENTS THROUGHOUT THE
UK RAIL INFRASTRUCTURE



As the [UK Government](#) announce it is well underway with the [Annual Rail Safety Statistics \(April 2025 to March 2026\)](#) on mainline rail, London Underground, and other non-Network Rail networks, [Railsafe Group](#) reflects on the current statistical release covering April 2023 to March 2024 from the [Office of Rail and Road \(ORR\)](#).

In light of the critical nature of our work, the rail industry and its workers must remain vigilant when operating in such a high-risk environment whether that is by keeping staff training up-to-date and/or putting safety measures in place to safeguard against physical and mental hazards, the UK's aging infrastructure, manual handling, fatigue, and the sheer complexity of all rail safety procedures and recommended practices.

Reporting on fatalities and injuries to passengers, members of the public and workforce in Great Britain, the current ORR release also looks at a range of incidents, which are reported to the Office of Rail and Road under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulation (RIDDOR), and further regulated by the Office for Statistics Regulation (OSR).

Off to a positive start, we're thrilled to share that from April 2023 to March 2024, there were zero workforce fatalities across all the networks, which is the first year with no fatalities to UK rail workers since March 2016. A mark of how far our industry has come in developing such a strong and positive safety culture, our aging infrastructure and workforce still present ongoing challenges and the need to further improve safety across the sector.

We take a look at the numbers from 2023/24 and share key findings with statistics from different focus areas which they believe will help to maintain best practices in rail safety for leading rail professionals up and down the country.

Looking solely at members of the UK workforce responsible for technical activities associated with railway infrastructure, the following figures span track maintenance, civil structure inspection and maintenance, Signalling and telecom renewal or upgrade, engineering supervision, as well as acting as a Controller of Site Safety (COSS), Hand Signaller or Lookout, and Machine Operative.

INJURIES | Mainline: 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. Reporting a 9% increase in injuries when compared to the previous year, the current report states there were 10,709 workforce and non-workforce injuries in 2023/24. Despite this number still being lower than pre-COVID levels, the figures are on the rise following an increase in rail usage over the past three years.

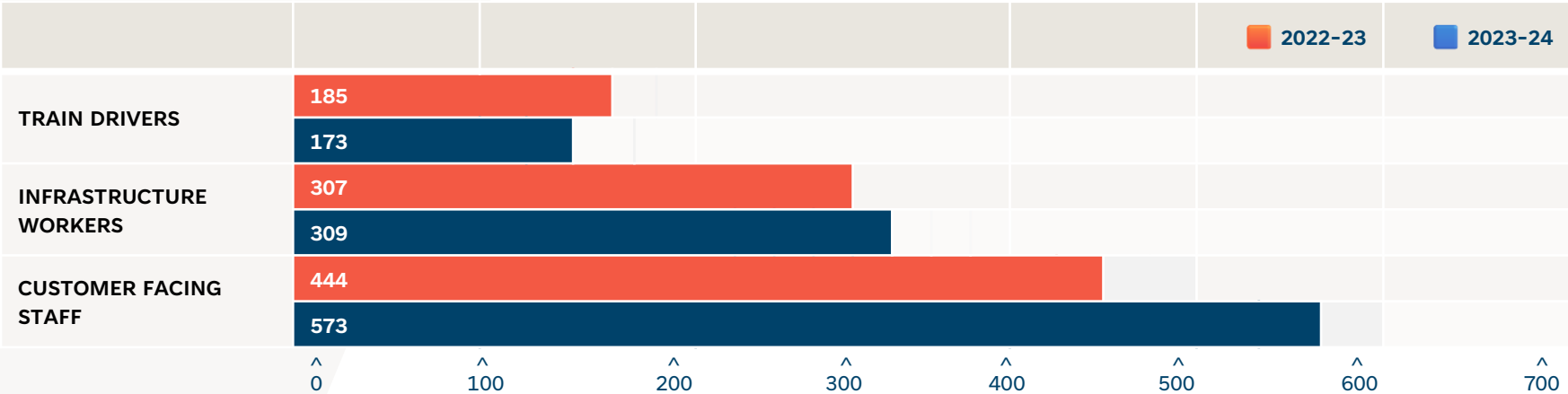
Between 2023/24, workforce injuries on the mainline railway totaled 4,456 including specified, over 7-day and non-severe, and this is a rise of 4% when compared to the previous year. 104 specified injuries (the most serious RIDDOR reportable injuries to members of the workforce) suffered a small increase, with 4,352 over 7-day injuries and non-severe injuries to the workforce reporting a rise of 170 injuries.

In addition to the physical injuries reported, there were 920 shock and trauma incidents reported, which is an escalation of 15%. Furthermore, severe injuries (including specified injuries for the workforce - the most serious RIDDOR reportable injuries), account for 16% of the total injuries, and this figure is an increase of nearly a quarter of the previous year.

INJURIES | London Underground:

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.

The latest numbers total 1,063 injuries covering specified, over 7-day and non-severe to the workforce, which is an increase of 12%. In fact, the 2023/24 report states a drop in specified injuries to the workforce, down from 11 to 8, and all other injuries including over 7-day and non-severe equal 1,055 injuries = 13% higher. Check out the table below, which looks at the London Underground workforce over 7-day and non-severe injuries by worker type:



There were no workforce fatalities on the London Underground, but two passenger fatalities (excluding trespass fatalities) were reported in the last year, which occurred at the platform-train interface. However, out of the 5,130 workforce and non-workforce total injuries recorded, over 4,800 of these were non-severe injuries.

London Underground also declares 196 shock and trauma incidents, only three less than the year before. But it is worth noting that 54% of these total incidents involved customer-facing staff.

INJURIES | Trams, Metros & Other Networks:

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.

There was a total of 77 workforce injuries on the non-mainline network in the last year, which is almost double as opposed to last year. There were 60 severe over 7-day injuries reported, and 17 specified injuries with the number of infrastructure workers with severe injuries reaching a record high of 14 unique cases since April 2016.

This said, there was only one non-workforce fatality (excluding trespass fatalities) resulting from a collision between a member of the public and a tram. Out of the nine modern light rail and tram systems in the UK, there were 44 more workforce and non-workforce total injuries at 117. A total of 100 related to severe injuries, increasing the figures by 34 incidents.

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.



**RAIL
SAFETY AND
STANDARDS
BOARD**



EXTRA RESOURCES:

Rail Safety and Standards Board: **Annual Health and Safety Report April 2023 to March 2024**

<https://www.rssb.co.uk/safety-and-health/risk-and-safety-intelligence/annual-health-and-safety-report> (July 2024)

Office of Rail and Road: **Annual Health and Safety Report on Britain's railways, 2023 to 2024**

<https://www.orr.gov.uk/monitoring-regulation/rail/promoting-health-safety/annual-health-safety-reports> (July 2024)

Office of Rail and Road (ORR): **Quality and Methodology Report**

<https://dataportal.orr.gov.uk/statistics/health-and-safety/rail-safety/> (26 Sept 2024)

Office of Rail and Road (ORR): **Common Safety Indicators (CSIs) Report**

<https://dataportal.orr.gov.uk/statistics/health-and-safety/common-safety-indicators/> (February 2024)

*PLEASE NOTE: The latest 2025/26 Safety Report will be released between September & October 2026

 <https://www.gov.uk/government/statistics/announcements/rail-safety-april-2025-to-march-2026>



We believe that adopting a safety-first culture goes hand in hand with lifelong skills-based learning so that everyone in the sector has the latest knowledge to support their peers and deliver the railways of the future.

The team at [Railsafe Group](#) anticipates that safety enhancement will increasingly become the norm in day-to-day operation, as well as being part of forward-planning and sustainability initiatives.

In fact, we believe that an emphasis on safety enhancement fuels creativity in our sector, while ensuring a universal mindset to get the job done professionally and get everyone home safe.

We're proud to deliver accredited, Ofqual Regulated courses, NVQs, exclusive tailor-made CPD units, which go above and beyond industry standards so that your personnel, are fully covered in a number of railway competencies for safe deployment. For instance, our Rail Qualifications are delivered with compulsory Health and Safety Training in Small Tools, Manual Handling, and Fire Awareness.

Making time and space for training is really important so that delegates feel supported on their learning journey so if you would like to know how we can support you with bespoke remote or in-person packages, please don't hesitate to contact us!



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[Railsafe Group](#) recognise that working on the railway can be hazardous and dangerous, so we've created an internal reporting system so our staff can report good and bad practices, which concern the environment, safety, security, and quality of work.

We really appreciate the data we receive, as it allows us to analyze, monitor and respond to our teams firsthand, and ensure we provide a better, far safer place to work!

To encourage our staff to have their say, the #RSG management team select two employees every month who have provided the best observations and reward them with a £50 Amazon voucher to spend how they wish!

CALLING ALL #RSG EMPLOYEES



Don't forget to submit your observations every month and as a small token of our appreciation, you could win a £50 Amazon voucher!

All you need to do is login to our 'Safety Information & Observation Reporting App' and report either good or bad practices concerning the environment, safety, security, and quality of work.



STAY SAFE, STAY RAIL SAFE WITH RAILSAFE GROUP

To find out more, please visit www.railsafegroup.co.uk

Thanks for reading!



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