

Annual Report on London St. Pancras Highspeed 2025 to 2026

Health and safety

London St. Pancras Highspeed (LSPH) contracts much of its operating, maintenance and renewal functions to Network Rail High Speed (NR(HS)) and ABM. We consider that all three of these organisations have obligations under health and safety legislation.

Both NR(HS) and ABM hold safety authorisations as infrastructure managers under the Railways and Other Guided Transport Systems (Safety) Regulations 2006. NR(HS) is responsible for the operation of the HS1 railway infrastructure from London St. Pancras to the Channel Tunnel, as well as three stations: London St. Pancras International, Stratford International and Ebbsfleet International. ABM is the infrastructure manager for the fourth railway station on the HS1 network, Ashford International.

LSPH retains its own health and safety responsibilities, having an important role as both the asset steward and client for works on its network, stations and associated infrastructure.

The HS1 network has historically seen relatively low levels of incidents and accidents involving members of the public and the workforce and continues to achieve a level of safety performance above other GB infrastructure managers, potentially reflecting the relatively modern nature of the infrastructure. There were no fatalities or serious injuries during the reporting year.

Safety Performance

Last year our annual report noted that LSPH had missed key safety targets and that improvements needed to be made. This year, safety performance improved significantly, with the moving annual

average of workforce fatalities and weighted injuries reducing to 0.054, below the threshold of 0.070. This improvement was achieved despite the year commencing above the threshold, reflecting the impact of workforce safety incidents in the previous year. Three accidents were reported under RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013) during the year, compared with four in the previous year.

The System Workplace Violence Reduction Strategy

This year LSPH led the introduction of a joint strategy in collaboration with NR(HS) and BTP. This was developed in response to increasing staff assaults in previous years, which remain the leading cause of workplace injuries. The strategy focuses on reducing workplace violence through data-led analysis, innovation, strengthened governance, improved processes and targeted training. Early results are encouraging showing:

- an 11% reduction in reports of verbal and physical assault this year, compared with an industry-wide increase of 24% over the same period;
- a 75% reduction in lost time injuries; and
- a 50% reduction in shock/trauma events resulting in more than seven days in lost time.

These results provide an early indication of the strategy's effectiveness. The key challenge for LSPH in the coming year will be to sustain and build upon this improvement.

Recommendation management

Improvements in recommendation management and the embedding of learning from significant incidents are evident. While five engineering and safety actions remain overdue, all have been assessed as low risk and are subject to appropriate mitigations. Continued focus is required on risk-based prioritisation, timely action closure, and the embedding of best practice through effective Assurance Board oversight.

Stranded trains

Three trains became stranded on the HS1 network (or its interfaces) on 30 December 2025, following a significant dewirement in the North running tunnel of the Channel Tunnel. The incident caused significant disruption during one of the busiest times of the year. Following major

incidents in previous years, the HS1 Stranded Trains Protocol has been continuously developed through stakeholder desktop exercises and a live test event. The protocol was applied in the management of the December 2025 incident and supported the recovery of the stranded trains.

Contractor management

Its Assurance Board has held LSPH's stakeholders to account, ensuring safety plans are in place and a best practice framework has been established to support continuous improvement and provide assurance. Audit activity has demonstrated that NR(HS) has made measurable improvements in this area.

LSPH and its contractors continue to maintain suitable arrangements for managing the health and safety risks associated with operations on the HS1 network.

Further information on health and safety performance on all of Britain's railways can be found in our Annual Health and Safety Report , and the Rail Safety and Standards Board (RSSB) Annual Safety Performance Report. Information on our approach to regulating health and safety risks can be found in the strategic risk priorities section of our website.

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