Passenger Rail Usage
2020-21 Quarter 2

10 December 2020

Background:

This quarterly statistical release contains information on passenger rail usage in Great Britain. It covers **passenger journeys**, **passenger kilometres**, **passenger revenue**, and **passenger train kilometres.**

Statistics are presented by **ticket type**, **sector**, and **train operating company**.

Sources: LENNON ticketing and revenue database, Train Operating Companies, and Network Rail

Latest quarter: 2020-21 Q2 (July to September 2020).

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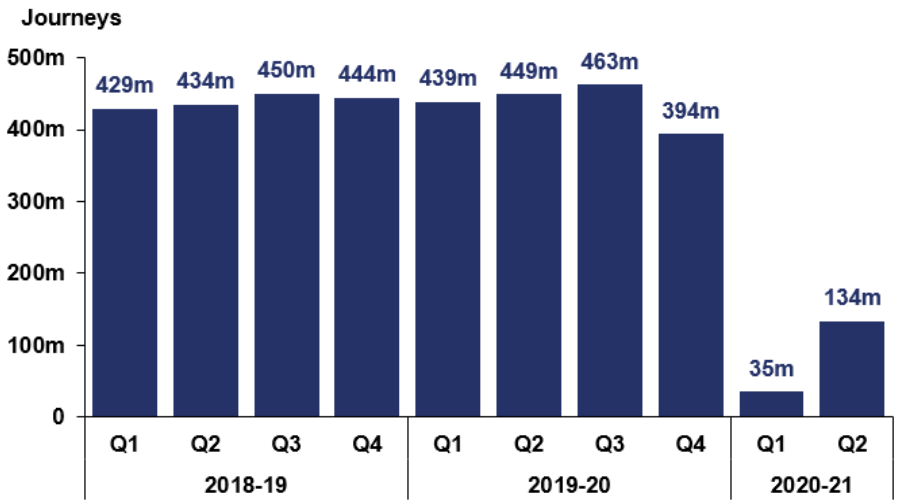
Next publication:
11 March 2021

Passenger rail usage during the second quarter of 2020-21 continued to be affected by the coronavirus (COVID-19) pandemic. An alternative methodology has been used to estimate usage with some ticket types in 2020-21. There is more uncertainty around the estimates in 2020-21 Q1 and Q2 compared with previous quarters.

Rail passenger journeys in Great Britain in 2020-21 Q2 increased to 134 million; a rise of 279% compared with 2020-21 Q1. Nevertheless, usage remains considerably lower than it was before the pandemic. The 134 million journeys this quarter equates to 29.8% of the 449 million journeys recorded in 2019-20 Q2.

Passenger journeys, Great Britain, 2018-19 Q1 to 2020-21 Q2



The increase in passenger usage relative to 2020-21 Q1 varied across the three franchised sectors. At 420%, the **Regional** sector recorded the largest proportional increase in journeys. This was followed by the **Long Distance** sector (322%) and the **London and South East** sector (247%).

All data tables, a quality and methodology report and an interactive dashboard associated with this release are published on the passenger rail usage page of the ORR data portal. Key definitions are in annex 1 of this release and information on the methodology change is in annex 2.

1. Passenger journeys

Impact of the coronavirus (COVID-19) pandemic

An alternative methodology has been used to estimate usage with season and other tickets in 2020-21. This has resulted in an increase in the uncertainty around the estimates. For further information on the methodological changes, please see annex 2.

ORR reported in 2020-21 Q1 (April to June 2020) that the 35 million passenger journeys in Great Britain in 2020-21 Q1 represented the lowest level of passenger usage since the mid-nineteenth century. This unprecedented fall in usage can be attributed entirely to the measures taken to limit the impact of the coronavirus pandemic. Some travel restrictions were eased on 10 May with more workers allowed to travel to their place of work. Nevertheless, 2020-21 Q1 ended with the governments of the UK encouraging people to avoid public transport if possible.

By the beginning of 2020-21 Q2 (July to September), the incidence of coronavirus had fallen considerably across the UK. Limitations on public transport use were eased at different points in time during the quarter. Public transport was made available to all in England from 17 July, while restrictions on who could use services in Wales were lifted on 17 August. Service levels in Scotland were restored to 90% of normal levels from 3 August in anticipation of an increase in usage. An emphasis on social distancing and the wearing of face coverings on trains remained throughout the quarter.

Estimates published by the Department for Transport (DfT) indicate that relative passenger rail usage began the quarter at around 16% and then increased throughout the summer. The highest percentage (43%) was recorded for the first week of September. This coincided with the reopening of schools and further education colleges across England and Wales and preceded the tightening of restrictions in the second half of September when office workers were asked to work from home again wherever possible.

Furthermore, restrictions were applied locally towards the end of 2020-21 Q2 that had consequences for passenger rail usage in the quarter. For example, on 17 September, restrictions were put in place in North East England. Use of public transport in the affected areas was limited to essential travel such as going to school or work.

It should be remembered that the statistics presented in this release are estimates derived from ticket sales data. Whilst an effort is made to account for refunds (see Annex 2 for details), the methodology does not account for journeys not made on advance tickets due to the imposition of local restrictions.

Passenger journeys by sector and operator

The London and South East sector recorded 96 million journeys in 2020-21 Q2. This equates to 31.2% of the 308 million journeys in 2019-20 Q2 and is the highest relative usage of the three sectors. TfL Rail (44.5%), London Overground (39.5%) and c2c (39.1%) recorded the highest usage this quarter as a proportion of journeys made in 2019-20 Q2. The TfL Rail figures can be attributed in part to the transfer of London Paddington to Reading stopping services to TfL Rail from Great Western Railway on 15 December 2019. By contrast, Chiltern Railways recorded 22.3% of the journeys made in 2019-20 Q2.

The Regional sector recorded 28.1 million journeys in 2020-21 Q2 (which is 27.2% of journeys made in 2019-20 Q2) with usage ranging from 39.1% (Caledonian Sleeper) to 22.0% (West Midlands Trains, including London and South East usage). The Long Distance sector recorded 9.9 million journeys this quarter (26.5% of journeys made in 2019-20 Q2). Relative usage ranged from 32.5% (London North Eastern Railway, which may be in part due to engineering works in August 2019), to 24.7% (Avanti West Coast).

Figure 1.1: Passenger journeys by operator, 2020-21 Q2, and percentage of 2019-20 Q2 (Table 1223)

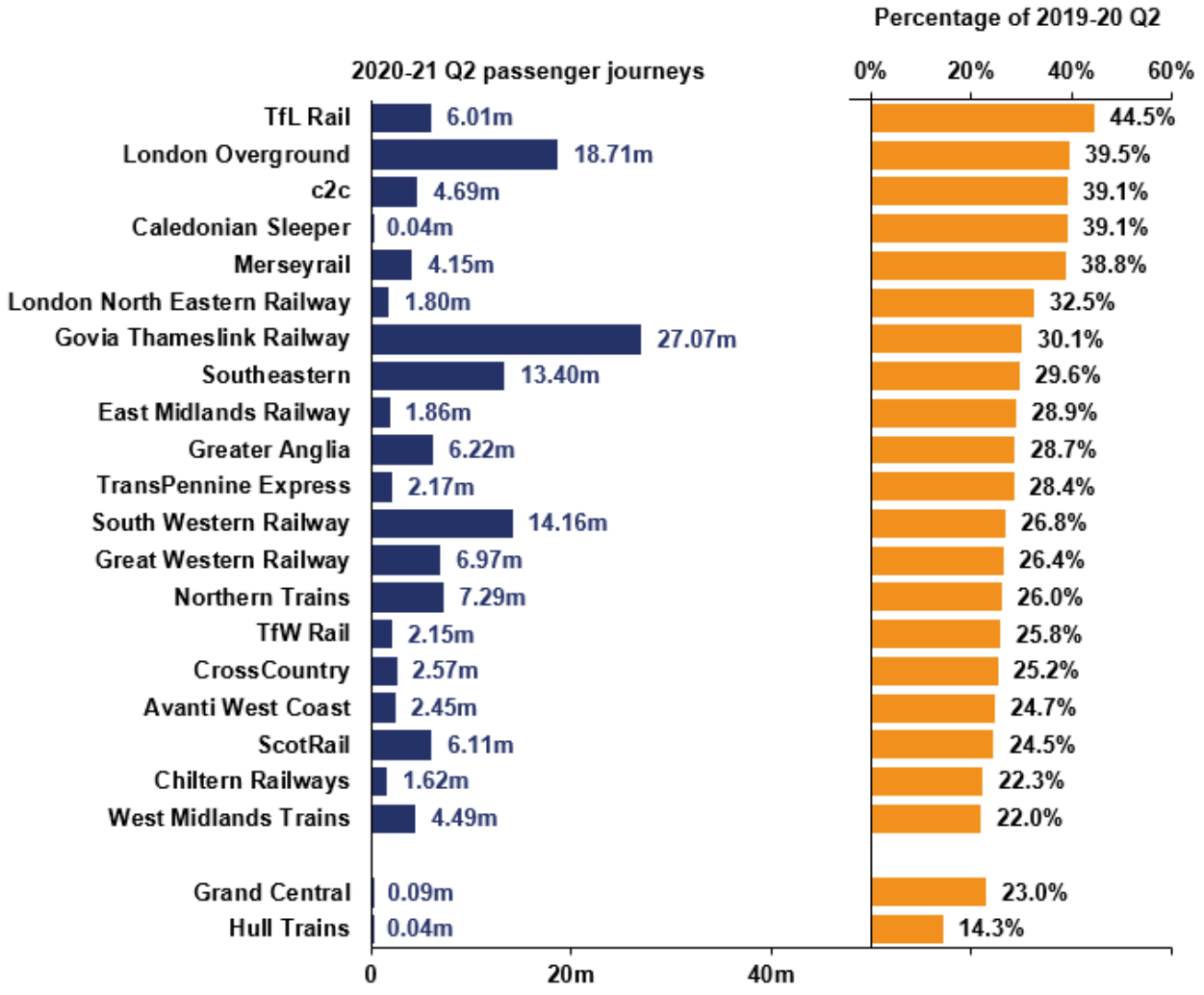
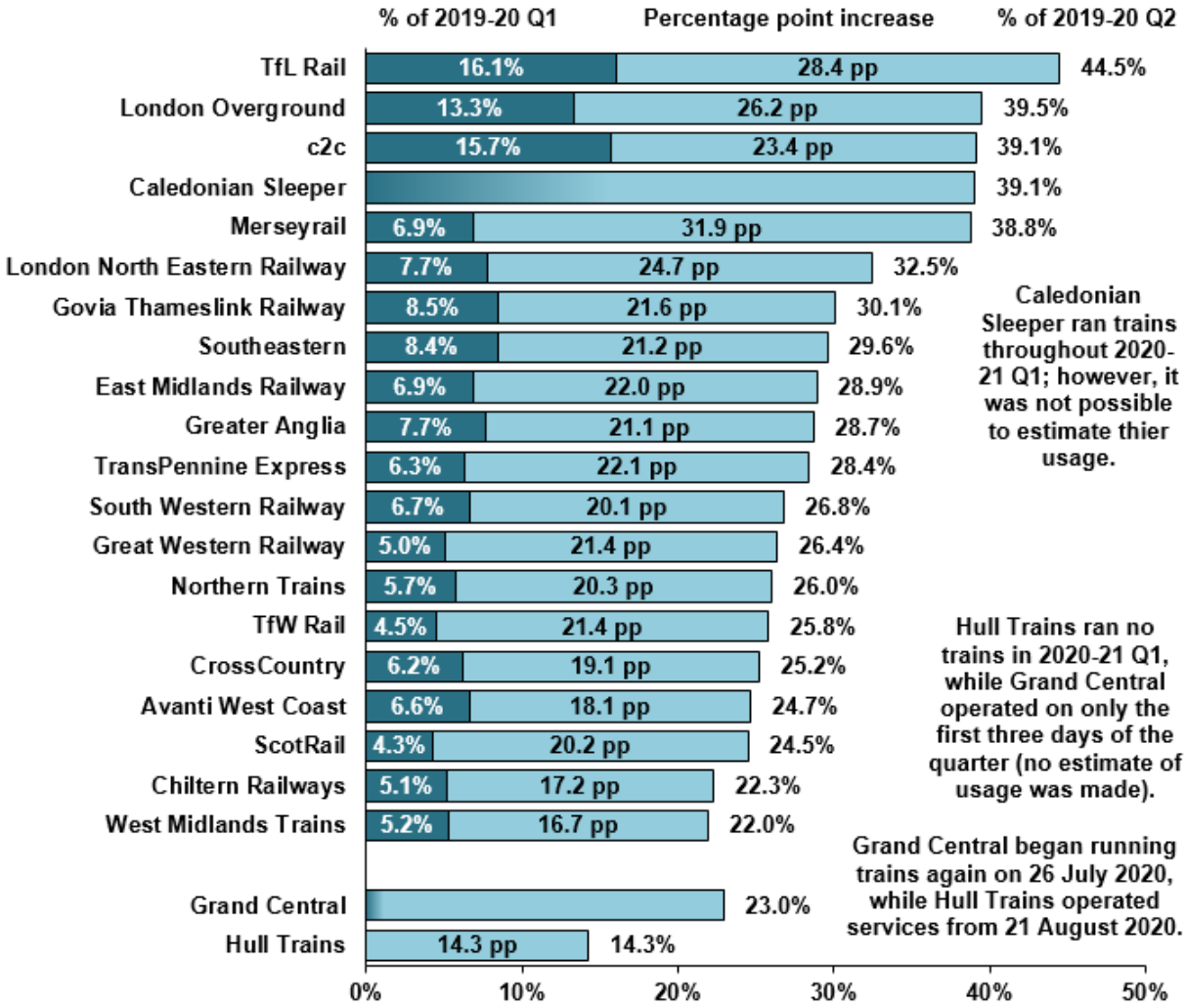


Figure 1.2 shows usage in 2020-21 as a percentage of the equivalent quarter last year. Of the 19 operators for which an estimate of usage was possible in 2020-21 Q1, Merseyrail recorded the largest percentage point increase (31.9 pp) in relative usage in Q2. Known increases in the rest of the Regional sector were lower, with West Midlands Trains (including London and South East usage) recording the smallest increase (16.7 pp).

Of the London and South East operators, those that run a greater proportion of their services within London had the highest relative usage in 2020-21 Q2. TfL Rail (up 28.4 pp), London Overground (up 26.2 pp) and c2c (up 23.4 pp) also recorded the largest increases relative usage between Q1 and Q2 in the sector.

At 7.7%, London North Eastern Railway recorded the highest relative usage in 2020-21 Q1 for operators in the Long Distance sector. It also recorded the largest increase in relative usage between Q1 and Q2 (24.7 pp). By contrast, Avanti West Coast's relative usage increased from 6.6% in Q1 to 24.7% in Q2, an increase of 18.1 pp.

Figure 1.2: Passenger journeys by operator as a percentage of the equivalent quarter the year before, 2020-21 Q1 and Q2 (Table 1223)

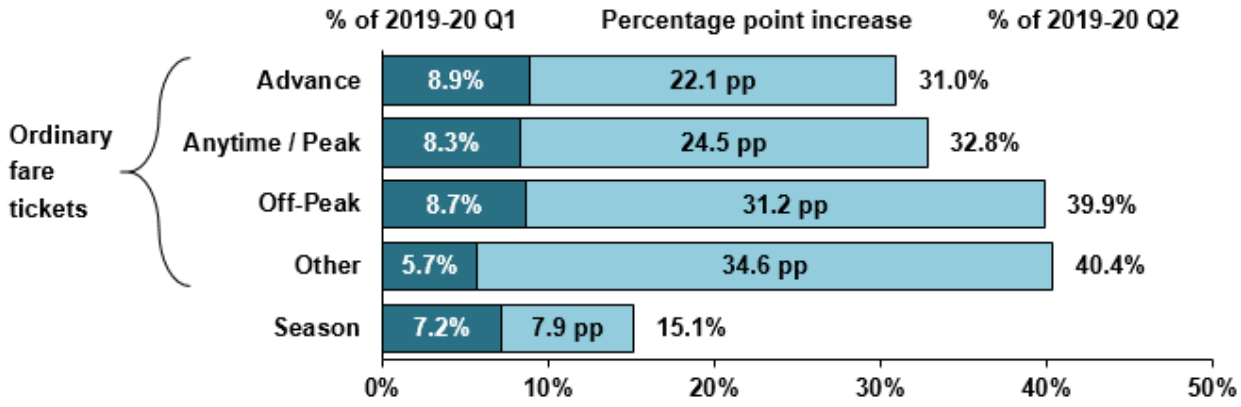


Franchised passenger journeys by ticket type

There were 113 million franchised passenger journeys made using ordinary tickets in 2020-21 Q2. This is equivalent to 36.6% of the 308 million journeys made in 2019-20 Q2 and represents a 28.1 pp increase in relative usage on 2020-21 Q1.

Other tickets (34.6 pp) had the largest increase in relative usage among the ordinary ticket categories; however, there is more uncertainty around this category due to the alternative methodology applied for estimating refunds (see Annex 2 for further details). Off-peak tickets reached 39.9% of 2019-20 Q2 usage this quarter with a 31.2 pp increase in relative usage compared with 2020-21 Q1. Anytime/peak tickets (24.5 pp) and advance tickets (22.1 pp) also had substantial increases in relative usage this quarter.

Figure 1.3: Franchised passenger journeys by ticket type as a percentage of the equivalent quarter the year before, 2020-21 Q1 and Q2 (Table 1222)



In 2020-21 Q1, season tickets recorded 7.2% of 2019-20 Q1 franchised operator usage, which was not much less than the 8.5% recorded by ordinary tickets. This is likely to have reflected the fact that much of the usage in 2020-21 Q1 was accounted for by key workers. Despite changes to guidance on home working during 2020-21 Q2, the increase in relative usage with season tickets (7.9 pp) was lower than the increase observed for ordinary tickets (28.1 pp).

The 21.3 million franchised journeys made using season tickets in 2020-21 Q2 equated to a market share of 15.9%. The market share of season tickets had been falling before the pandemic; however, before 2020-21 the share had not fallen below 30% for any quarter. It is possible that the larger increase in ordinary ticket usage in 2020-21 Q2 was driven by larger increases in leisure and business usage compared with commuting. Nevertheless it is also possible that some commuters returning to work did so infrequently, thus reducing the incentive to purchase a season ticket. Furthermore, the particularly large increase in off-peak travel may suggest that some commuters have changed the times at which they travel. This could be to travel at quieter times and take advantage of cheaper off-peak tickets.

2. Passenger kilometres

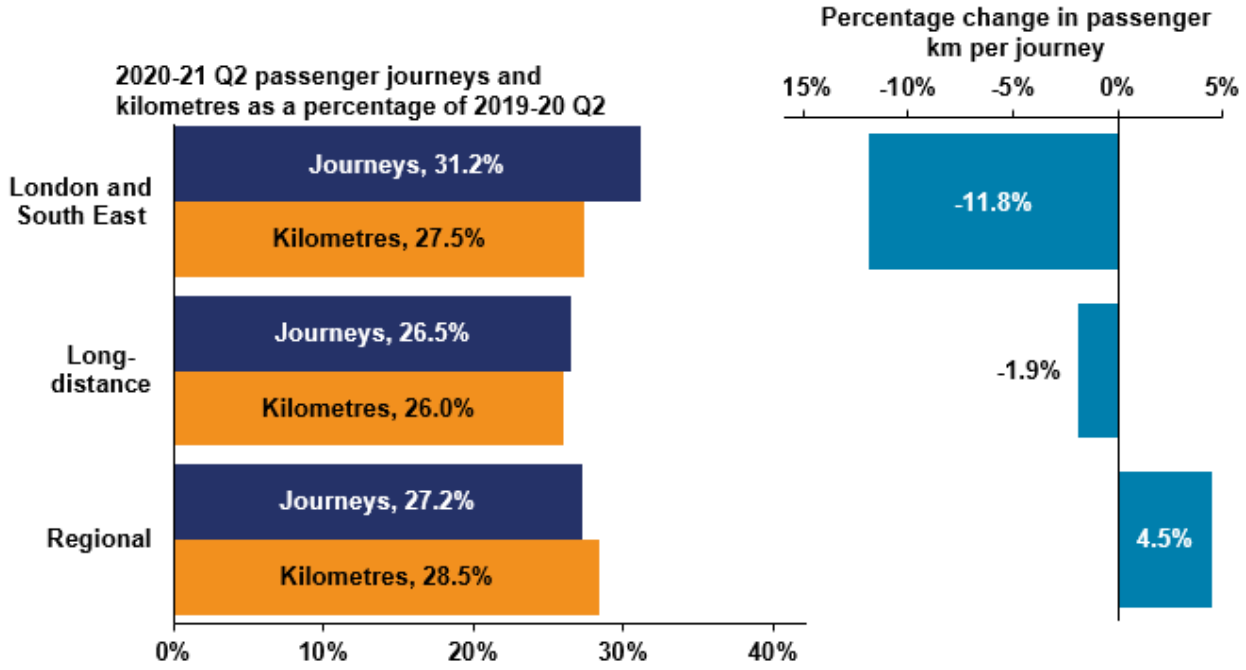
Passenger kilometres by sector and operator

A total of 4.8 billion passenger kilometres were recorded in Great Britain in 2020-21 Q2. This equates to 27.1% of the 17.7 billion kilometres in 2019-20 Q2. Passenger kilometres per journey fell from 39.5 in 2019-20 Q2 to 35.8 in 2020-21 Q2.

As with passenger journeys, the London and South East sector recorded the most passenger kilometres in both absolute and relative terms. The 2.2 billion kilometres recorded in 2020-21 Q2 equates to 27.5% of the 8.0 billion kilometres recorded in 2019-20 Q2. The Long Distance sector had 1.5 billion kilometres this quarter (26.0% of the 5.9 billion in 2019-20 Q2), while the Regional sector recorded 1.0 billion kilometres in 2020-21 Q2 (28.5% of the 3.6 billion kilometres in 2019-20 Q2).

The London and South East sector recorded relatively more passenger journeys (31.2% of 2019-20 Q2) than kilometres (27.5%) in 2020-21 Q2. Consequently, passenger kilometres per journey in the sector fell from 26.0 to 23.0, a fall of 11.8%. Kilometres per journey in the Long Distance sector decreased from 158 to 155, a decrease of 1.9%, while in the Regional sector they increased from 35.0 in 2019-20 Q2 to 36.6 in 2020-21 Q2, an increase of 4.5%.

Figure 2.1: Passenger journeys and kilometres by sector, 2020-21 Q2 as a percentage of 2019-20 Q2, and percentage change in passenger kilometres per journey (Tables 1221 and 1231)

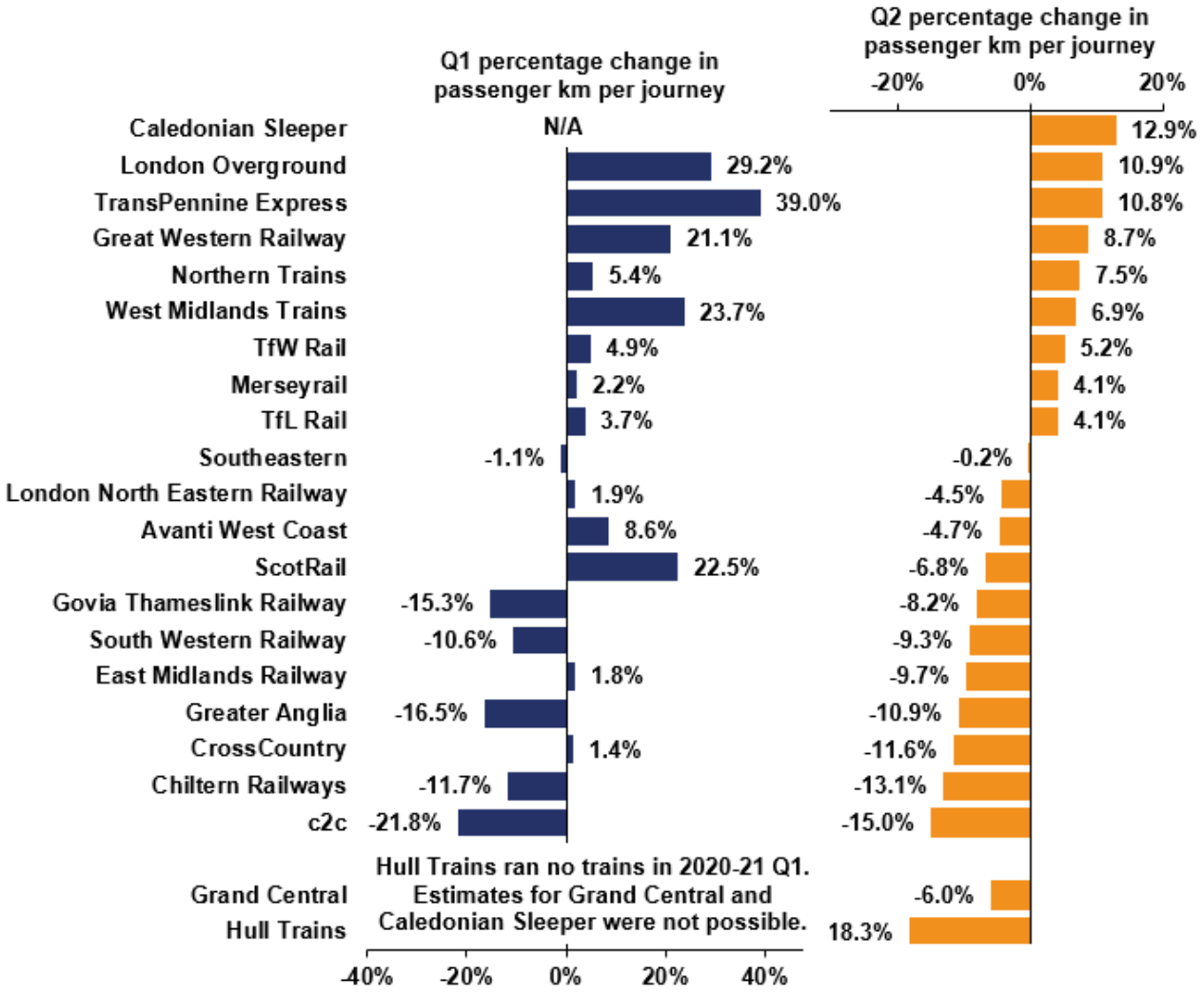


Compared with the equivalent quarter in 2019-20, the London and South East sector recorded a smaller decrease in passenger kilometres per journey in Q2 (11.8%) compared with Q1 (17.0%). Govia Thameslink Railway (8.2% compared with 15.3%), c2c (15.0% compared with 21.8%) and Greater Anglia (10.9% compared with 16.5%) all recorded smaller decreases in passenger kilometres per journey this quarter. This indicates an increase in longer journeys this quarter (compared with 2020-21 Q1) and may be due to an increase in travel between London and surrounding areas.

Unlike other operators in the sector, London Overground recorded a substantial increase in passenger kilometres per journey in 2020-21 Q1 (29.2%). An increase of 10.9% was recorded in 2020-21 Q2 perhaps indicating an increase in local use during the quarter.

Most operators in the Regional and Long Distance sectors experienced increases in shorter journeys in 2020-21 Q2 compared with 2020-21 Q1.

Figure 2.2: Percentage change in passenger kilometres per journey by operator compared with the equivalent quarter the year before, 2020-21 Q1 and Q2 (Tables 1223 and 1233)



Passenger kilometres by ticket type

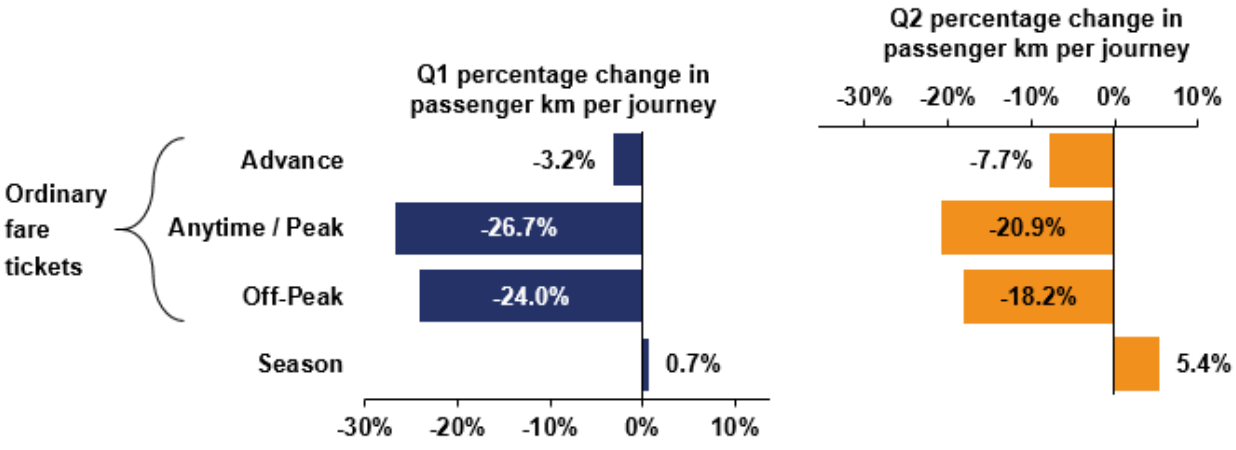
There were 4.2 billion franchised passenger kilometres travelled using ordinary tickets in 2020-21 Q2. This equates to 30.2% of the 13.9 billion kilometres travelled on such tickets in 2019-20 Q2 and represents a 23.1 pp increase in relative usage from Q1. Season tickets accounted for 585 million franchised passenger kilometres in 2020-21 Q2. This gives a relative usage of 15.9%, an increase of 8.7 pp on last quarter.

The increase in usage in 2020-21 Q2 included longer journeys made on season tickets. Season tickets recorded 26.8 kilometres per journey in 2020-21 Q1, which was up 0.7% on 2019-20 Q1. This quarter, 27.5 kilometres per journey were recorded for season tickets, which was up 5.4% on 2019-20 Q2.

For ordinary tickets, off-peak (20.9%) and anytime/peak tickets (18.2%) recorded substantial decreases in passenger kilometres per journey in 2020-21 Q2 compared with 2019-20 Q2. However, these decreases were smaller than those recorded last quarter indicating an increase in journey length in 2020-21 Q2 compared with 2020-21 Q1.

By contrast, advance tickets recorded a larger decrease in passenger kilometres per journey relative to the same quarter in 2019-20. Whereas average journey length was 3.2% lower in 2020-21 Q1 compared with 2019-20 Q1, it was 7.7% lower in Q2. This indicates a decrease in passenger kilometres in 2020-21 Q2 compared with 2020-21 Q1.

Figure 2.3: Percentage change in franchised passenger kilometres per journey by ticket type compared with the equivalent quarter the year before, 2020-21 Q1 and Q2 (Tables 1222 and 1232)



Other tickets are not included here due to negative kilometre figures in 2019-20.

3. Passenger revenue

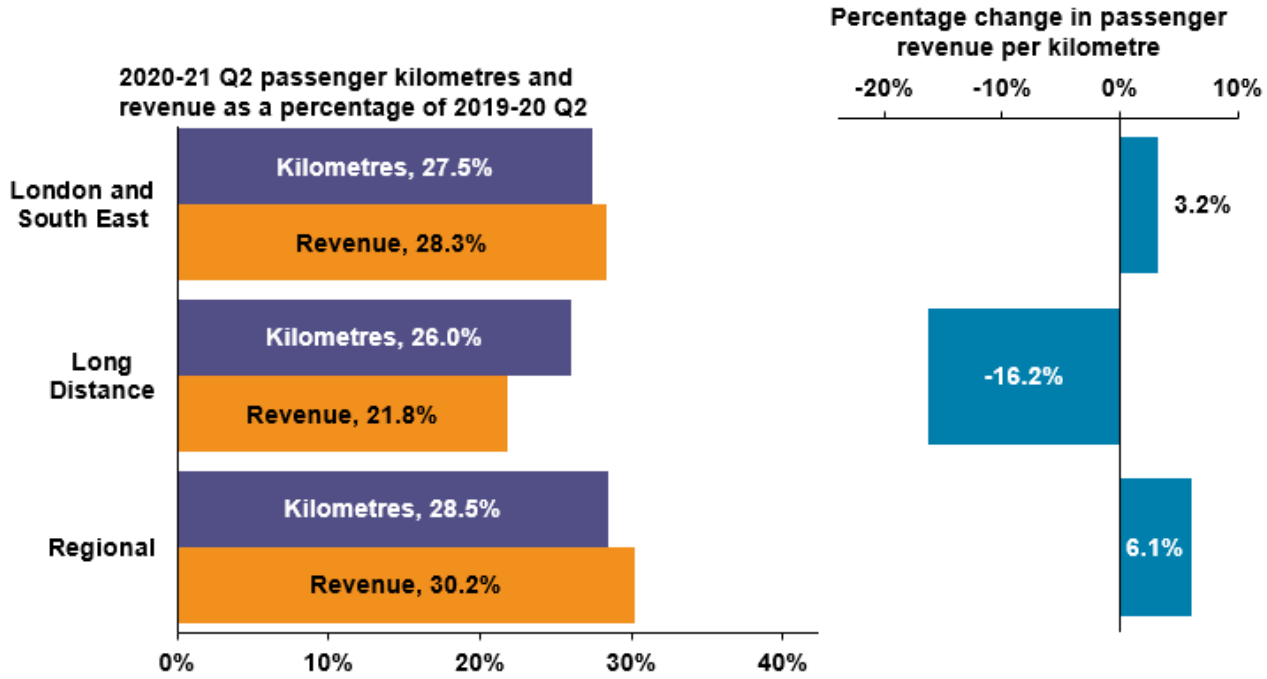
Passenger revenue by sector

Total passenger revenue in Great Britain was £710 million in 2020-21 Q2. This equates to 26.3% of the £2.7 billion in 2019-20 Q2. Franchised passenger revenue per journey fell from £5.97 in 2019-20 Q2 to £5.28 in 2020-21 Q2. This was due to a combination of a decrease in average journey length and an increase in the share of passenger kilometres travelled using off-peak tickets.

Franchised passenger revenue per kilometre in Great Britain was 14.8p in 2020-21 Q2, which was down from 15.3p in 2019-20 Q2. The Regional sector generated 12.7p for every passenger kilometre in 2020-21 Q2. This was up 6.1% compared with 2019-20 Q2. The London and South East sector recorded 17.1p per passenger kilometre this quarter. This was up 3.2% compared with 2019-20 Q2.

The Long Distance sector generated less revenue per passenger kilometre in 2020-21 Q2 compared with the same quarter a year earlier. The 13.1p per kilometre in 2020-21 Q2 was down 16.2% compared with 2019-20 Q2.

Figure 3.1: Passenger kilometres and revenue by sector, 2020-21 Q2 as a percentage of 2019-20 Q2, and percentage change in passenger kilometres per journey (Tables 1211 and 1231)



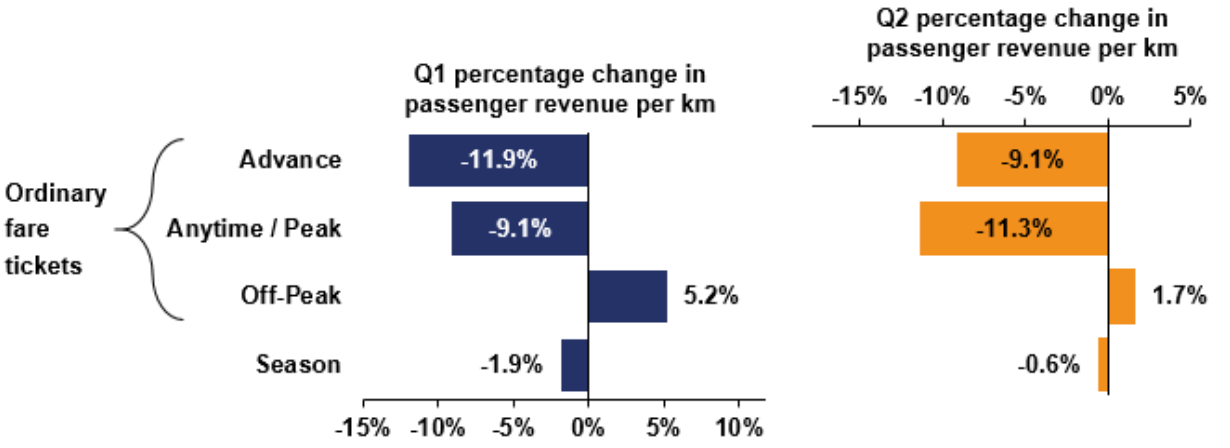
Passenger revenue by ticket type

Ordinary tickets accounted for £629 million of franchised passenger revenue in 2020-21 Q2. This equates to 28.7% of the £2.2 billion generated on such tickets in 2019-20 Q2 and represents a 21.9 pp increase in relative usage from Q1. Season tickets accounted for £78 million of franchised passenger revenue in 2020-21 Q2. This gives a relative usage of 15.8%, an increase of 8.7 pp on last quarter.

Season tickets generated 13.2 pence per passenger kilometre in 2020-21 Q2; which was down 0.6% on the 13.3 pence recorded in 2019-20 Q2. Off-peak tickets generated 1.7% more revenue per passenger kilometre this quarter compared with 2019-20 Q2. This increase is smaller than the 5.2% increase in revenue per passenger kilometre recorded in 2020-21 Q1 compared with 2019-20 Q1.

Anytime/peak and advance tickets continue to generate substantially less revenue per franchised passenger kilometre compared with the same quarter last year. Anytime/peak tickets generated 11.3% less revenue per passenger kilometre in 2020-21 Q2 compared with 2019-20 Q2. Advance tickets recorded 9.1% less revenue per passenger kilometre in 2020-21 Q2 compared with 2019-20 Q2. These decreases have contributed to the decline in revenue per passenger kilometre in the Long Distance sector.

Figure 3.2: Percentage change in franchised passenger revenue per kilometre by ticket type compared with the equivalent quarter the year before, 2020-21 Q1 and Q2 (Tables 1212 and 1232)



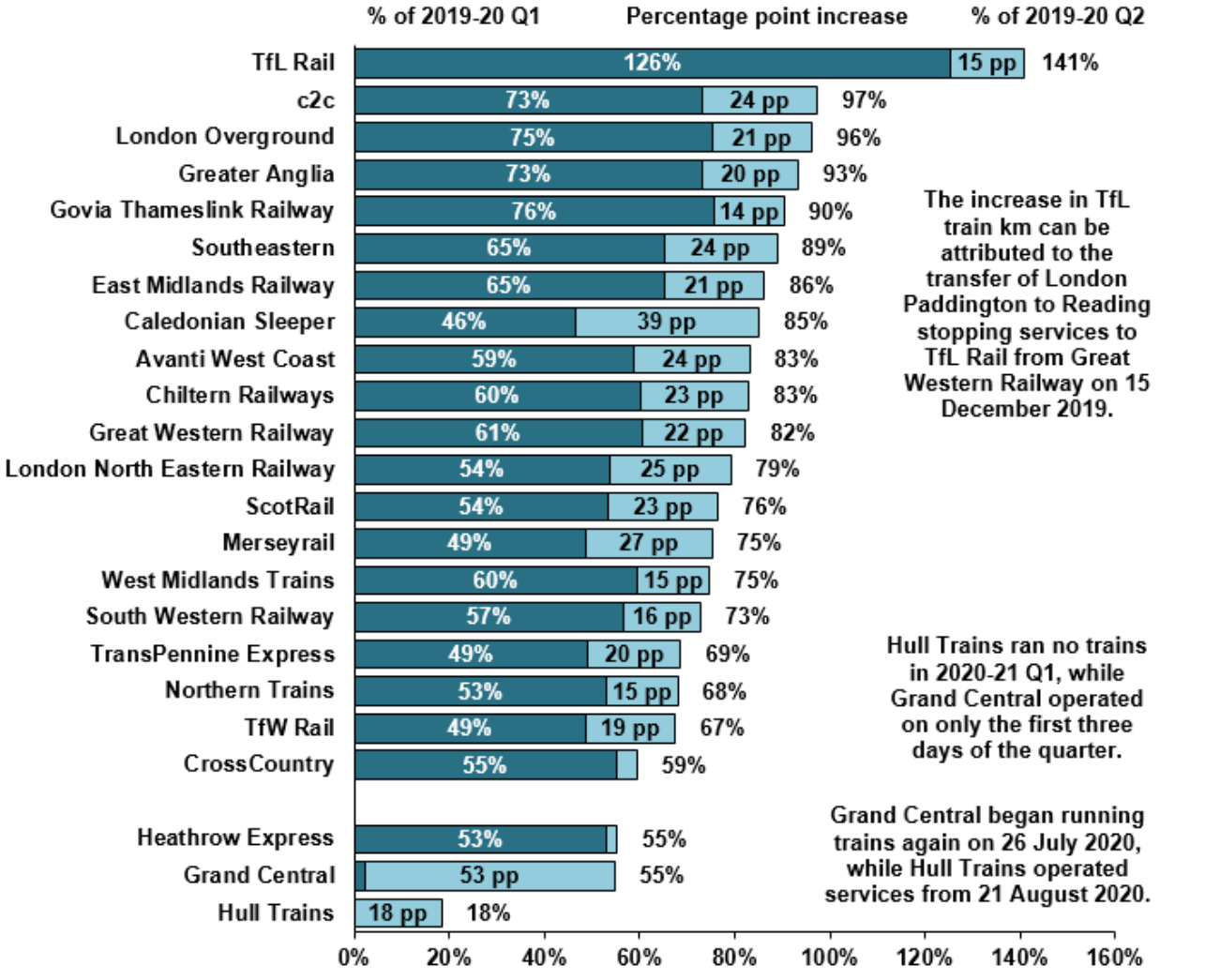
Other tickets are not included here due to negative kilometre figures in 2019-20.

4. Passenger train kilometres

Passenger train kilometres fell to 84 million in 2020-21 Q1 following the introduction of a reduced timetable at the start of the coronavirus (COVID-19) pandemic. This equated to 60.4% of the train kilometres operated in 2019-20 Q1. As restrictions were eased, operators increased the number of services to accommodate increased usage. A total of 113 million train kilometres were recorded this quarter, 79.2% of the 142 million kilometres operated in 2019-20 Q2.

TfL Rail recorded 1.54 million train kilometres this quarter, which was up 40.7% compared with 2019-20 Q2. This can be attributed to the transfer of London Paddington to Reading stopping services to TfL Rail from Great Western Railway on 15 December 2019. For the other franchised operators, train kilometres as a proportion of 2019-20 Q2 ranged from 97.4% for c2c to 59.4% for CrossCountry.

Figure 4.1: Passenger train kilometres by operator as a percentage of the equivalent quarter the year before, 2020-21 Q1 and Q2 (Table 1243)



5. Annexes

Annex 1 – Definitions

- **Passenger journeys** are estimated based on travel from an origin station to a destination station. For the purpose of these statistics, where travel includes one or more changes of train, each train used is counted as one journey. For example, a journey from Leicester to Manchester would be classed as two journeys due to the need to change trains. This differs from the definition used in the Regional Rail Usage statistical release, which would class this example as one journey.

- **Passenger kilometres** are calculated by multiplying the number of passenger journeys on a particular flow by the number of corresponding track kilometres between stations**.**

- **Passenger revenue** statistics include all ticket revenue and miscellaneous charges associated with passenger travel on national railways.

- **Passenger train kilometres** refers to the number of train kilometres (million) travelled by revenue earning passenger trains, sourced from Network Rail's Track Access Billing System (TABS). It replaced timetabled train kilometres in 2015-16 Q3. Train kilometres run on other infrastructure, such as London Overground, are not included. TABS still covers the Core Valley Lines, which were transferred to Amey Keolis Limited (AKIL) on 28 March 2020, so data remain comparable over time.

- The data presented in this release are for **mainline operators** in Great Britain. The data do **not** include Eurostar, London Underground, light rail, heritage and charter services. **Franchised operators** run services as part of contracts awarded by government. Data for such operators are also presented for three **sectors**:

    - **London and South East** – based on the British Rail Network South East services, this sector includes commuter trains in the London area and inter-urban services in South East England. It extends as far west as Bristol and Exeter (both South Western Railway) and as far northwest as Kidderminster (Chiltern Railways). All Greater Anglia services are included in this sector for passenger rail usage purposes. Southeastern high speed services are included too.

    - **Long Distance** – based on the British Rail InterCity services, this sector covers long distance services on the East Coast, West Coast, Midland, and Great Western mainlines. CrossCountry services are also included.

- **Regional** – based on the British Rail Regional Railways services, this sector covers other services. This includes both the ScotRail and TfW Rail[1] franchises. TransPennine Express and Caledonian Sleeper are included in this sector for passenger rail usage purposes.

- **Non-franchised (open access) operators** – licenced by the ORR to run services on specific routes. The datasets that accompany this publication contain data for such operators: **Grand Central**, **Heathrow Express** (passenger train kilometres only), **Hull Trains**, and **Wrexham & Shropshire** (ceased trading 28 January 2011).

- **Ticket types:**

  - **Advance** – single one-way tickets for a specific train. They are usually cheaper than other ticket types.

  - **Anytime / Peak** – fully flexible tickets that can be used on most trains and at most times. They are usually more expensive than other ticket types.

  - **Off-Peak** – cheaper than anytime fares, but cannot be used during busier times of day.

  - **Other** – includes usage on regional products, rover tickets, some group tickets, and package products (e.g. includes accommodation and/or onward travel with other forms of transport). Non-travel income (e.g. car parking) is also included in this category for passenger revenue, as too are **refunds**, which can result in this category showing negative numbers.

  - **Season** – allow unlimited travel between two locations for a specified period (from a week up to a year). Such tickets are generally cheaper than daily return tickets for those travelling more than three times a week. The number of journeys estimated for a season ticket varies by the length of the period. For example, 480 journeys are assumed to have been made for each annual season ticket sold.

    The coronavirus (COVID-19) pandemic necessitated the use of an alternative methodology for estimating usage with season tickets in 2020-21. This is described on the next page.

Further information on the operators in each of the three sectors as well as the journey factors for the main season tickets can be found in the quality and methodology report on the passenger rail usage page.

[1] Includes journeys made on TfW Rail services operated on the Core Valley Lines.

Annex 2 – Quality and methodology

Primary data source – LENNON database

Most of the data contained within this statistical release are sourced from the rail industry's LENNON (Latest Earnings Networked Nationally Over Night) ticketing and revenue database. The statistics presented here use the post-allocation dataset within LENNON that distributes passenger journeys, kilometres and revenue to the Train Operating Companies. Where travel includes one or more changes of train, each train used is counted as one journey. This is different to Regional rail usage that uses the pre-allocation dataset. For that release, journeys are based on the origin and destination named on a ticket and do not take into account any changes of train. It therefore produces slightly lower estimates than the total journeys in this Passenger Rail Usage statistical release.

LENNON is primarily an accounting tool, which inevitably faces limitations for estimating usage precisely. Due to the way LENNON is structured and updated, it is possible that errors are made by users when inputting data into the system. Whilst we make every effort to quality assure the data we are using to estimate usage, we are unable to validate each and every entry in LENNON due to the size and complexity of the dataset. For further information on the limitations of the data, please see the Passenger rail usage quality and methodology report.

Impact of the coronavirus (COVID-19) pandemic

In response to the coronavirus (COVID-19) pandemic, the UK government issued advice against all unnecessary travel was announced on 16 March 2020, with further guidance on 'staying at home' on 23 March 2020 ('lockdown'). This in turn resulted in a large number of refund applications for both ordinary and season tickets. The LENNON system does not remove existing records when a refund is processed. Instead, a negative item of usage is created to offset the original usage. These records are categorised in the "other" ticket category.

When a monthly or annual season ticket is purchased, the estimated usage is distributed in the post-allocation dataset over the period for which the ticket is valid. For example, an annual season ticket purchased on 6 January 2020 will contribute usage through to 5 January 2021. Refunds for such season tickets are distributed in LENNON in the same way as the original season ticket. However, they are only done so from the point at which the refund is issued. Moreover, there will be unused tickets for which refunds were not claimed.

Given that the coronavirus pandemic affected usage towards only the end of the quarter, no changes were made to the methodology for the 2019-20 Q4 passenger rail usage release with an acknowledgment that usage was likely to have been slightly overstated due to many expected refunds having not been issued. However, had the regular

methodology been used in its entirety in 2020-21, a more substantial overestimate of usage for each quarter would have resulted. The estimates for usage with advance, anytime, and off-peak tickets were made in the usual way as such tickets are very likely to have been purchased and used within 2020-21. These were supplemented with estimates for usage with season and other tickets using alternative methodologies.

The number of journeys using season tickets was estimated using a combination of pre-allocation (sales) data, which attributes all expected usage to the point of purchase, and weekly season ticket usage in the post-allocation data, which splits usage by train operating company. Usage with other ticket types includes an estimate for refunds that were not related to tickets purchased before the start of the pandemic. This was done by assessing refund rates against train service reliability. For both season tickets and other tickets, therefore, there is more uncertainty around the estimates this quarter compared with previous quarters.

Other data sources

The passenger journey and kilometre data from LENNON are supplemented by data provided directly to the ORR from five train operating companies as LENNON does not contain all journeys and associated passenger kilometres. These include journeys made on tickets such as operator specific tickets and PTE multi-modal tickets. Most of the revenue associated with such journeys is captured by the LENNON system.

The estimates for London Overground passenger journeys and kilometres are adjusted to align with data captured by the operator's train load weight system.

Data for the actual passenger train kilometres are sourced from Network Rail's Track Access Billing System (TABS).

Revisions

There have been no revisions to historic data. This includes 2019-20 Q4 for which it is not possible to allocate refund data retrospectively. Further details on historic revisions can be found in the Revisions log.

Further information on data sources, quality and the methodology used to calculate the data within this release can be found in the Passenger rail usage quality and methodology report.

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 Passenger rail usage page.

Passenger journeys

- Passenger journeys (franchised only) - annual – Table 1220
- Passenger journeys by sector - quarterly – Table 1221
- Passenger journeys by ticket type - quarterly – Table 1222
- Passenger journeys by train operating company - quarterly – Table 1223

Passenger kilometres

- Passenger kilometres (franchised only) - annual – Table 1230
- Passenger kilometres by sector - quarterly – Table 1231
- Passenger kilometres by ticket type - quarterly – Table 1232
- Passenger kilometres by train operating company - quarterly – Table 1233

Passenger revenue

- Passenger revenue by sector - quarterly – Table 1211
- Passenger revenue by ticket type - quarterly – Table 1212
- Revenue per passenger kilometre and per passenger journey (franchised only) - quarterly – Table 1210

Passenger train kilometres

- Passenger train kilometres by operator - quarterly – Table 1243

Other related data

The Department for Transport (DfT) also publishes some rail statistics. For example, Rail passenger numbers and overcrowding on weekdays in major cities.

For more information on COVID-19 impacts see:

- Transport use during the COVID-19 pandemic (Department for Transport)
- *All Change? Travel tracker (Department for Transport)*
- Coronavirus and the social impacts on Great Britain (Office for National Statistics)
- Weekly travel during COVID-19 survey (Transport Focus)
- Public transport journeys by type of transport (Transport for London)

European comparisons

Comparisons with railways in the rest of Europe are available between 1990 and 2018 for passenger kilometres and between April 2018 and September 2020 for passenger journeys.

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 three annual publications: **Train Operating Company Key Statistics; Rail Statistics Compendium; Occupational Health**; 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 ORR 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 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 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 assess 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 on the ORR data portal

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