Passenger Rail Usage
2016-17 Q4 Statistical Release

Publication date: 25 May 2017
Next Publication date: 05 October 2017

Background

This release contains statistics on passenger rail usage in Great Britain with the latest quarterly data referring to January, February and March of 2017 (2016-17 Q4).

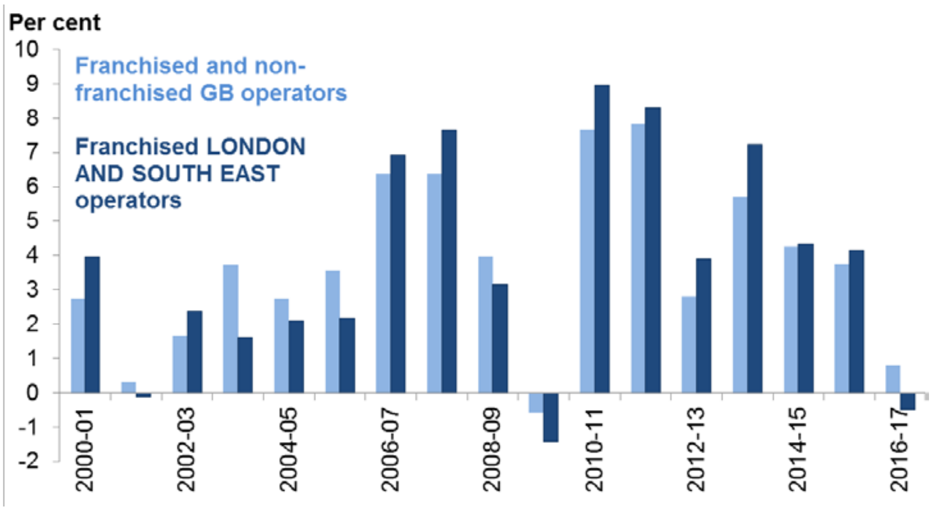
Passenger journeys, kilometres and **revenue** are sourced from the rail industry's ticketing and revenue database (LENNON) and train operating companies (TOCs). These measures are published by TOC, sector and ticket type.

Passenger train kilometres are sourced from Network Rail's Track Access Billing System (TABS) and published for each TOC. This has replaced timetabled train kilometres in this statistical release.

Contents

National rail passenger journey annual growth slowed to 0.8% in 2016-17, as the volume of passenger journeys on Great Britain's railways reached a record high of 1.7 billion (1,731 million).

Growth in passenger journeys: national and London and South East Operators (2000-01 to 2016-17)



Although 2016-17 represented the highest number of passenger journeys recorded since the time series began in 1950, year-on-year growth was at its lowest level since 2009-10 when passenger journeys fell by 0.7%.

The slowdown in growth was driven by a decrease in passenger journeys in the largest sector: with 6 million fewer passenger journeys recorded in 2016-17 the franchised London and South East sector experienced a decrease of 0.5% compared to 2015-16. In contrast, passenger journeys operated by the Long Distance and Regional sectors increased by 3.8% and 3.9% respectively.

There was a small shift in the type of tickets that GB rail travellers used in 2016-17. Compared to 2015-16, season ticket journeys fell for the first time by 2.9%, whilst advance ticket journeys increased by 9.7%.

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1. Passenger journeys

2016-17 Annual

- Marked the lowest year-on-year growth in national passenger journeys since 2009-10 (0.8%).
- Passenger journeys on services in the London and South East sector fell by 0.5%, whilst Long Distance (3.8%) and Regional (3.9%) sectors[1] continued to grow.
- Season ticket journeys fell by 2.9% as their market share dipped under 40% for the first time since the series began in the mid-80s. In contrast, advance ticket journeys increased by 9.7% and their market share rose to 3.9%.
- Journeys on the two largest operators' services, Govia Thameslink Railway and South West Trains fell by 1.9% and 3.2% respectively.

Passenger journeys are calculated based on travel from an origin station to a destination station. A train journey may include one or more changes of train, and one journey is generated for each train used.

Quarterly and annual data **by sector** are available from 1994-95 onwards in Table12.6

Quarterly data **by ticket type** are available from 1994-95 Q1 and annual data are available from 1986-87 onwards in Table 12.7.

Quarterly and annual data **by TOC** are now available from 2011-12 onwards in Table 12.12.

A time series of aggregate annual data from 1950 are also available in Table 12.5.

National passenger journeys

In 2016-17 the rail industry recorded 0.8% growth in Great Britain's passenger journeys to reach 1,731 million, with growth slowing to its lowest level since the economic downturn in 2009-10. Despite this, 2016-17 represented the highest recorded figure since the time series began in 1950.

Passenger journeys by sector

In the franchised London and South East sector, the key driver of passenger journeys on the national network, passenger journeys went down by 0.5% to 1,197 million in 2016-17. With just over two-thirds (69.1%) of total national passenger journeys being made on franchised London and South East

[1] The rail network is divided into 3 sectors for franchised operators – London and South East, Long distance and Regional (including Scotland). Data for the non-franchised sector includes Grand Central and Hull Trains. Heathrow Express is excluded as their data is not recorded within LENNON. A list of operators in each sector is available in the Quality Report

operators' services, the decrease in passenger journeys in this sector contributed to the slowdown in national growth.

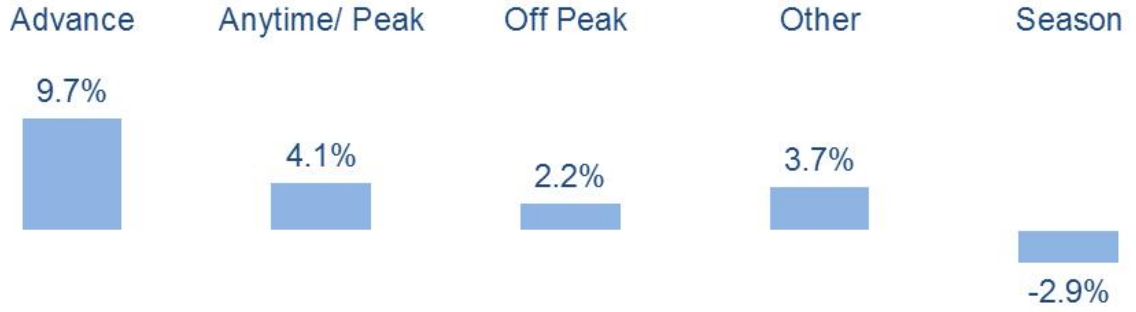
Franchised passenger journeys in the Long Distance and Regional sectors continued to grow in 2016-17, with both sectors recording the highest volume of journeys (144 million and 389 million respectively) since the beginning of the time series. The Long Distance sector, driven by journeys made using advance tickets saw year on year growth of 3.8% in 2016-17, as journeys on advance tickets grew by 9.7%, the highest growth of all ticket types[2].

Passenger journeys by ticket type

The number of passenger journeys made using season tickets fell for the first time since 2009-10. These totalled 691 million in 2016-17: a fall of 2.9%. Journeys made using season tickets are the main drivers of change in the London and South East sector; therefore the reduction in season ticket journeys had the largest impact on the total journeys in this sector.

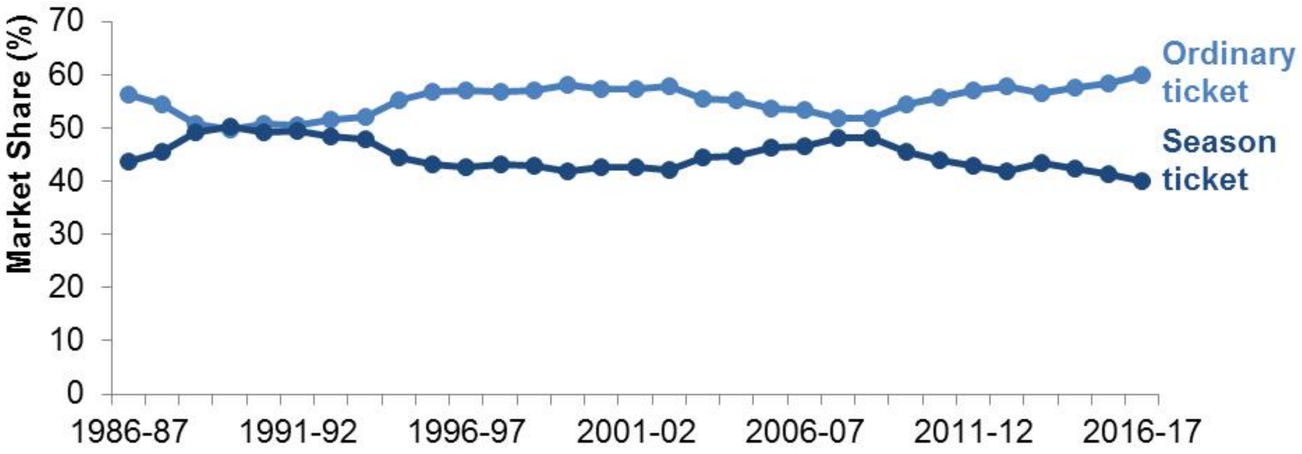
The number of passenger journeys on all franchised ordinary tickets continued to grow in 2016-17, as all ordinary ticket types reached a record high. This growth in ordinary tickets corresponds with the market share of season tickets falling below 40% for the first time since the time series began in the mid-80s. Attractive promotions, competitive prices on advance, off-peak and super off-peak tickets have fuelled the growth in the ordinary ticket travels.

Growth by ticket type, passenger journeys, 2016-17 compared to previous year



[2] Passenger kilometres, journeys and revenue data is disaggregated by two ticket types: ordinary tickets and season tickets. Ordinary tickets have a further level of disaggregation based on Advance, Anytime (Peak), Off Peak (including Super Off Peak) and Other (non-LENNON tickets and promotional tickets).

Market share in franchised passenger journeys by ticket type, ordinary tickets and season tickets, 1986-87 to 2016-17, Great Britain



Passenger journeys by operator

Govia Thameslink Railway (GTR) continued to have the largest share of passenger journeys made on all of the national operators in 2016-17. However, the industrial disputes, staffing issues and planned cancellations have resulted in a 1.9% decrease in GTR's passenger journeys with 6 million fewer passengers travelling on their network in 2016-17 compared to 2015-16.

Chiltern Railways with 26 million passenger journeys in 2016-17 saw an increase of 7.9% over 2015-16, primarily due to the Oxford Parkway [3]to London service that launched part way through 2015-16 Q3 and its subsequent extension to Oxford City Centre in December 2016.

Passenger journeys by franchise status

The vast majority of the passenger journeys were made on franchised operators' services (1,729 million) compared to 2 million non-franchised passenger journeys. The number of passenger journeys on the non-franchised operators increased by 4.0% to reach a record high in 2016-17.

[3] http://www.chilternrailways.co.uk/oxford-parkway-open

2016-17 Quarter 4 Results

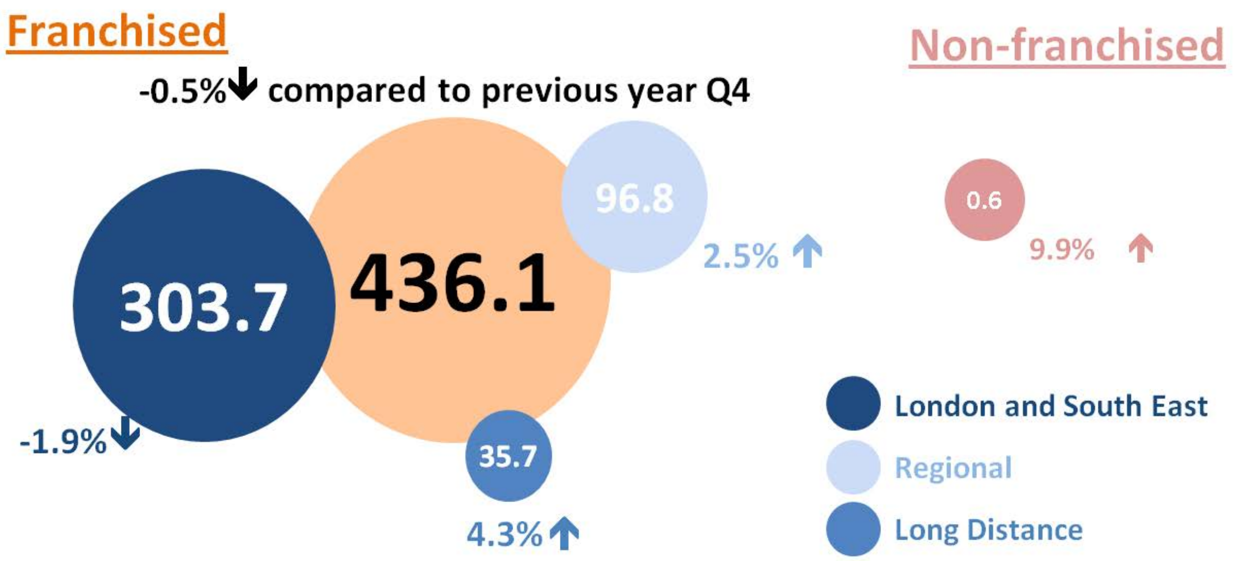
National passenger journeys

Passenger journeys across all operators decreased by 0.4% in 2016-17 Q4 compared to the same quarter last year as total passenger journeys reached 437 million.

Passenger journeys by sector

The fall in passenger journeys seen in the second half of 2016-17 has resulted in the nationwide slowdown in year-on-year growth. The London and South East sector is the main driver of passenger journey change and in 2016-17 Q4, its passenger journeys decreased for the third quarter in succession when compared to the same quarter in 2015-16. This offset the growth in journeys in the franchised Long Distance and Regional sectors.

Passenger journeys by sector (millions), Great Britain, 2016-17 Q4 (Table 12.6)



All of the wholly London and South East operators with the exception of c2c, Chiltern and London Overground saw a quarter on quarter decrease in their passenger journeys. This resulted in a 1.9% decline in passenger journeys in this sector. Govia Thameslink Railway recorded the largest decrease of 6.6% but still accrued the highest volume of passenger journeys in 2016-17 Q4, reaching a total of 80 million passenger journeys this quarter.

Given the high number of commuters in the London and South East sector, the fall in season ticket journeys is likely to have been the main contributory factor to the falling journey numbers in this sector. Franchised season ticket journeys accounted for 42.9% of the total franchised journeys in 2016-17 Q4.

Passenger journeys in the franchised Long Distance and Regional sectors increased by 4.3% and 2.5% respectively in 2016-17 Q4 compared to the same quarter last year. All of the wholly long distance operators recorded growth in their passenger journeys this quarter, with Virgin Trains West Coast growing by 9.4% compared to Q4 last year to 10 million passenger journeys.

Passenger journeys by operator

Northern had the highest volume of passenger journeys among all franchised operators in the Regional sector. They recorded a 5.0% growth in passenger journeys this quarter over 2015-16 Q4 though this was exacerbated by the transfer of services from TransPennine Express in April 2016[4]. With the exception of Merseyrail and TransPennine Express, all of the wholly franchised Regional operators recorded growth in journeys, taking the total journeys in this sector to 97 million this quarter.

Passenger journeys by ticket type

The number of passenger journeys made using ordinary tickets increased to 249 million as journeys made on advance tickets (17 million) recorded their highest volume of journeys since the time series began. Furthermore, journeys made on advance tickets showed the highest quarter on quarter growth (12.2%) among ordinary ticket types in 2016-17 Q4.

Passenger journeys by franchise status

Passenger journeys on the non-franchised operators increased by 9.9% this quarter compared to 2015-16 Q4, reaching 0.6 million. With the exception of Caledonian Sleeper, Hull Trains had the highest quarter on quarter growth of any operator in 2016-17 Q4.

European comparison

In 2015[5] the UK had the busiest national passenger railway in Europe with 1.7 billion passenger journeys[6].This is the highest number of journeys reported of all the countries that have supplied data to Eurostat[7]. Since 2006 the number of passenger journeys on the UK rail network has increased by 48.9%. This is second only to Luxembourg where there has been a 52.1% increase in journeys albeit on what is comparatively a much smaller network.

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[4] On 1 April 2016, the new Northern and TransPennine Express (TPE) franchises commenced operation with services between Manchester Airport and Blackpool North/Barrow-in-Furness and between Oxenholme and Windermere transferring from TPE to Northern.

[5] European data is submitted to Eurostat based on calendar years

[6] This data includes figures for Northern Ireland, Eurostar

[7] The 2015 data for Germany is not yet available in Eurostat. In previous years Germany has recorded approximately 60% more journeys than the UK.

2. Passenger kilometres

2016-17 Annual

National passenger kilometres

66 billion passenger kilometres were recorded on Great Britain's rail network in 2016-17, with the growth in passenger kilometres slowing to 2.0%, mirroring the slowdown in growth seen in passenger journeys.

Passenger kilometres are calculated by multiplying the number of passenger journeys on a particular flow by the number of track kilometres between the two required stations. The track kilometres data are built into the LENNON system.

Quarterly and annual data **by sector** is now available from 1994-95 onwards in Table 12.3

Quarterly data **by ticket type** is now available from 1994-95 Q1 and annual data is available from 1986-87 onwards in Table 12.4

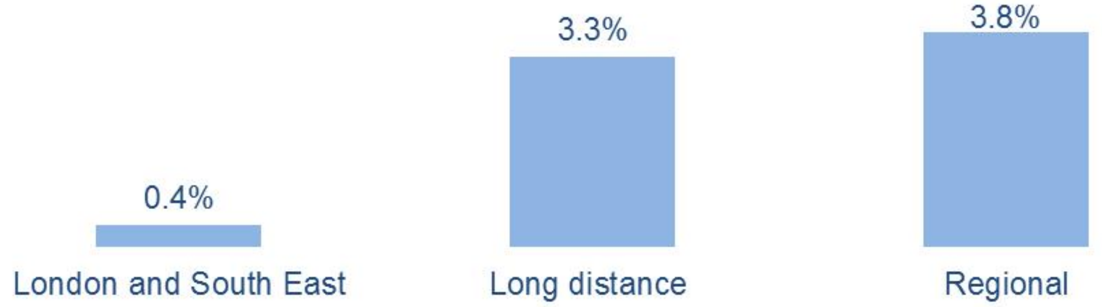
Quarterly and annual data **by TOC** is now available from 2011-12 onwards in Table 12.11

A time series of aggregate annual data from 1947 is also available in Table 12.2

Passenger kilometres by sector

Despite the slowdown, all sectors recorded growth compared to 2016-17. The franchised London and South East sector is the main driver of the overall passenger kilometres and recorded the lowest growth of 0.4% in 2016-17, contributing to the national growth slowdown. Passenger kilometres on franchised operators across the Long Distance (22 billion) and Regional (13 billion) sectors continued to grow in 2016-17 with the Regional sector which includes Scotland growing at a faster rate (3.8%) than the other sectors.

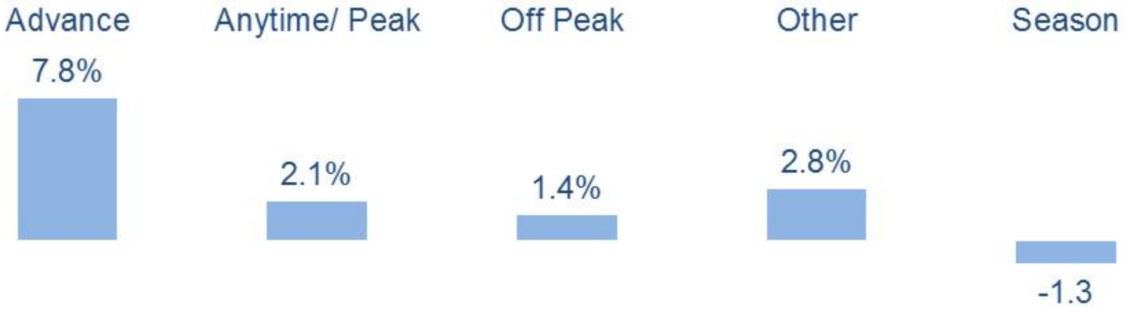
Growth by sector, passenger kilometres, 2016-17 compared to previous year



Passenger kilometres by ticket type

Franchised passenger kilometres made using season tickets recorded a 1.3% decrease in 2016-17. They fell to 17 billion, mirroring the decline in season ticket journeys. In contrast, franchised passenger kilometres on ordinary tickets (48 billion), accounted for 73.4% of total passenger kilometres in 2016-17, recorded a growth of 3.2% compared to 2015-16. Passenger kilometres on all of the ordinary ticket types continued to grow, with the growth in passenger kilometres on advance tickets outpacing other ticket types.

Growth by ticket type, passenger kilometres, 2016-17 compared to previous year



Passenger kilometres by operator

All national operators with the exception of GTR, Greater Anglia, TransPennine Express and Scotrail experienced year on year growth in their passenger kilometres.

Of the wholly London and South East operators, Govia Thameslink Railway was the only operator to record a decrease (0.2 billion) in their passenger kilometres in 2016-17 compared to 2015-16. Industrial action and staffing issues have impacted on the number of passenger journeys on the Govia Thameslink Railway network. Consequently, annual passenger kilometres have also dropped.

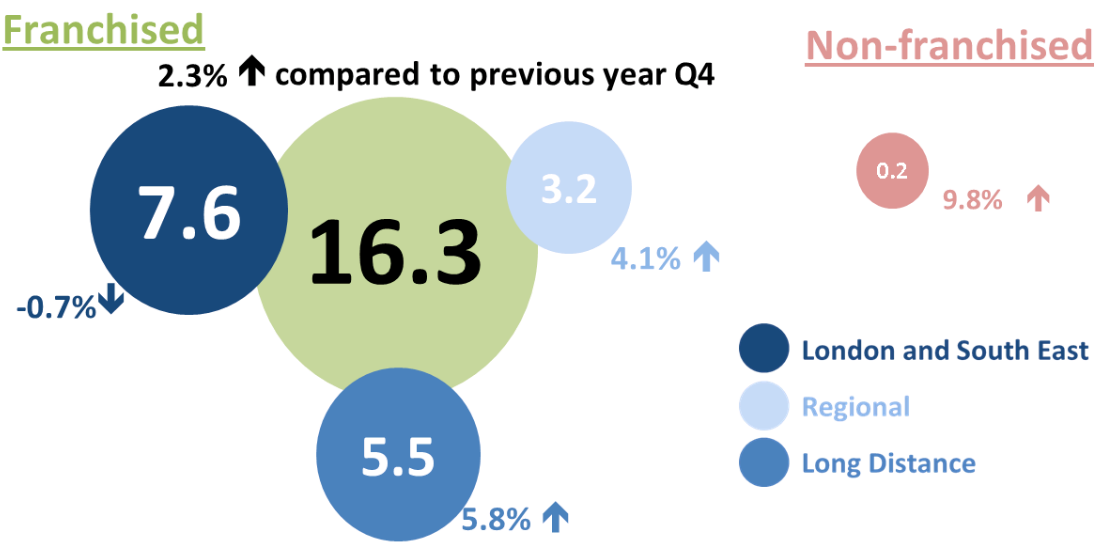
Chiltern Railways recorded 1.5 billion passenger kilometres in 2016-17. This was an increase of 11.9% on 2015-16, primarily due to the Oxford Parkway to London service that launched part way through 2015-16 Q3 and its subsequent extension to Oxford City Centre in December 2016.

2016-17 Quarter 4 Results

National passenger kilometres

Some 16.4 billion passenger kilometres were recorded in 2016-17 Q4, of which franchised operators recorded 16.3 billion. This represented an increase of 2.3% compared to the same quarter last year.

Passenger kilometres (billions) by sector, Great Britain, 2016-17 Q4 (Table 12.3)



Passenger kilometres by sector

The volume of passenger kilometres in the franchised London and South East sector dropped by 0.7% compared to Q4 last year, mirroring the downturn in passenger journeys. This was the second quarter in succession that passenger kilometres in this sector recorded a quarter on quarter decrease.

Passenger kilometres on the franchised Long Distance sector (5.5 billion) recorded the highest quarter on quarter growth of 5.8%, the highest growth rate since 2014-15 Q4.

Passenger journeys by ticket type

Season tickets, the main drivers of passenger kilometres in the London and South East sector, fell by 3.3% in 2016-17 Q4, which is likely to have been the main contributory factor to the decline in passenger kilometres in this sector. This was the third quarter in succession that passenger kilometres by franchised operators have recorded a quarter on quarter decrease.

The main drivers of passenger kilometres in the Long Distance sector were advance and off-peak ticket types which continued to grow. Advance tickets recorded the highest growth (12.7%) of all ticket types: 3.4 billion passenger kilometres in 2016-17 Q4.

Passenger kilometres by operator

Of the franchised London and South East operators Govia Thameslink Railway, South West Trains and TfL Rail have seen a decline in their passenger kilometres this quarter, with TfL Rail recording a fall of 11.3% in passenger kilometres. These decreases were partially offset by Chiltern Railways (0.4 billion), whose passenger kilometres increased by 16.8% primarily due to the new Oxford Parkway to London service.

All of the Long Distance operators recorded growth in their passenger kilometres, with Virgin trains West Coast totalling 1.9 billion kilometres representing the highest growth this quarter of 13.8%.This was likely due to the better weather conditions this quarter compared to 2015-16 Q4, which was marked by poor weather conditions in northern England leading to the closure of the West Coast Main Line at Lamington, near Lockerbie.

The Regional sector, which includes Scotland, continued to grow, with all franchised operators in this sector except Merseyrail recording a quarter on quarter growth in 2016-17 Q4.

Passenger kilometres by franchise status

Passenger kilometres on the two non-franchised operators (Grand Central and Hull Trains) accounted for 0.2 billion kilometres in 2016-17 Q4. These two operators run services along the East Coast mainline, and have continued to grow with their passenger kilometres increasing by 6.0% and 16.4% respectively, reflecting the growth in their passenger journeys.

European comparison

In 2015[8] UK rail services accounted for 66.4 billion passenger kilometres [9]. Of the countries that have reported data to Eurostat only France had a higher number of passenger kilometres with 91.7 billion[10]. Since 2006 the UK has seen a 40.4% growth in passenger kilometres. The only country with a higher rate of year-on-year growth is Slovakia, which had seen growth of 54.1% over the same period. However in absolute terms this growth is much smaller than that of the UK, with Slovakia's total passenger kilometres representing approximately 5% of the UK's passenger kilometres. The total growth in passenger kilometres in Slovakia in 2006-2015 was less the single year of growth in the UK in 2014-2015.

8 European data is submitted to Eurostat based on calendar years

9 This data includes figures for Northern Ireland, Eurostar.

10 The 2015 data for Germany is not yet available in Eurostat. Based on previous years Germany typically reports approximately 50% more passenger kilometres than the UK

Compared to 2014 the UK volume of passenger kilometres grew by 2.6%; this was similar to France where passenger kilometres grew by 2.4% in 2014-2015. The next two largest national rail markets, Italy and Spain, recorded higher year-on-year growth, with increases of 4.5% and 4.4% respectively.

3. Passenger revenue

2016-17 Annual

- In 2016-17 passenger revenue growth was at its lowest (2.5%) since 2000-01.
- Compared to 2015-16, revenue growth slowed across all sectors.
- Season ticket revenue fell (1.5%) for the first time since 1994-95.

Passenger revenue statistics show all ticket revenue and miscellaneous charges associated with passenger travel on national railways, but not including government support or grants.

Quarterly data **by sector** is now available from 1995-96 Q1 and annual data is available from 1994-95 onwards in Table 12.8

Quarterly data **by ticket type** is now available from 1996-97 Q1 and annual data is available from 1986-87 onwards in Table 12.9

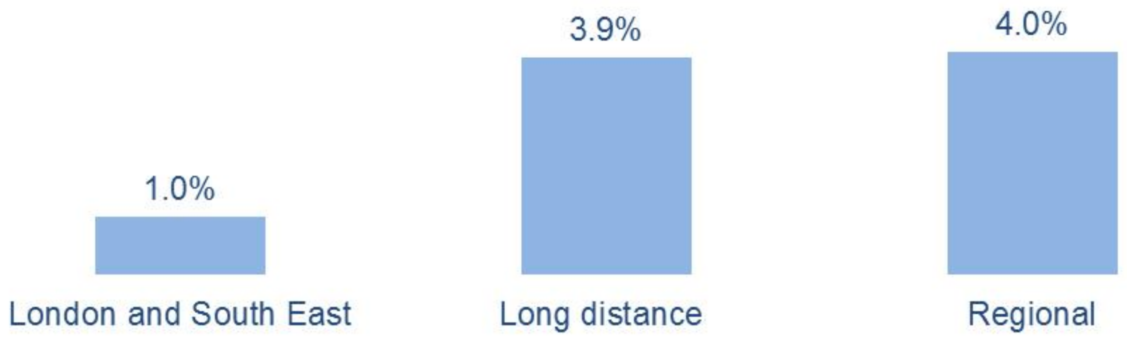
National passenger revenue

Revenue growth from passenger journeys made in Great Britain slowed to 2.5%, with £9.5 billion raised from all operators in 2016-17. This established the slowest year-on-year rate of growth in revenue since 2000-01.

Passenger revenue by sector

Although all three sectors recorded the highest revenue since the beginning of the time series, revenue growth among all three sectors slowed down in 2016-17.

Growth by sector, passenger revenue, 2016-17 compared to previous year



Passenger revenue by ticket type

As a consequence of the fall in franchised passenger journeys on season tickets, revenue from season tickets decreased by 1.5% in 2016-17 compared to 2015-16.

Revenue from ordinary tickets accounted for 77.0% of the total revenue from ticket sales and recorded 3.7% growth in 2016-17 totalling £7.3 billion. Revenue from advance tickets recorded the highest growth (8.5%) among the ordinary ticket types, reflecting growth in passenger journeys on advance tickets. Off-peak tickets brought in the highest revenue among all ticket types, totalling £3.0 billion, in 2016-17.

Passenger revenue by franchise status

Revenue raised between franchised and non-franchised operators reached £9.4 billion and £0.07 billion (£73 million) respectively in 2016-17. As with franchised operators, growth in revenue from non-franchised operators slowed in 2016-17, registering 1.5% growth between 2015-16 and 2016-17. Journey growth in the non-franchised sector was 4.0% so the slower rate of growth for revenue suggests a move towards cheaper tickets.

Revenue per passenger kilometre and passenger journey

Franchised operators revenue equated to £0.14 per passenger kilometre or £5.46 per journey in 2016-17; increases of 0.5% and 1.7% respectively compared to 2015-16.

2016-17 Quarter 4 Results

National passenger revenue

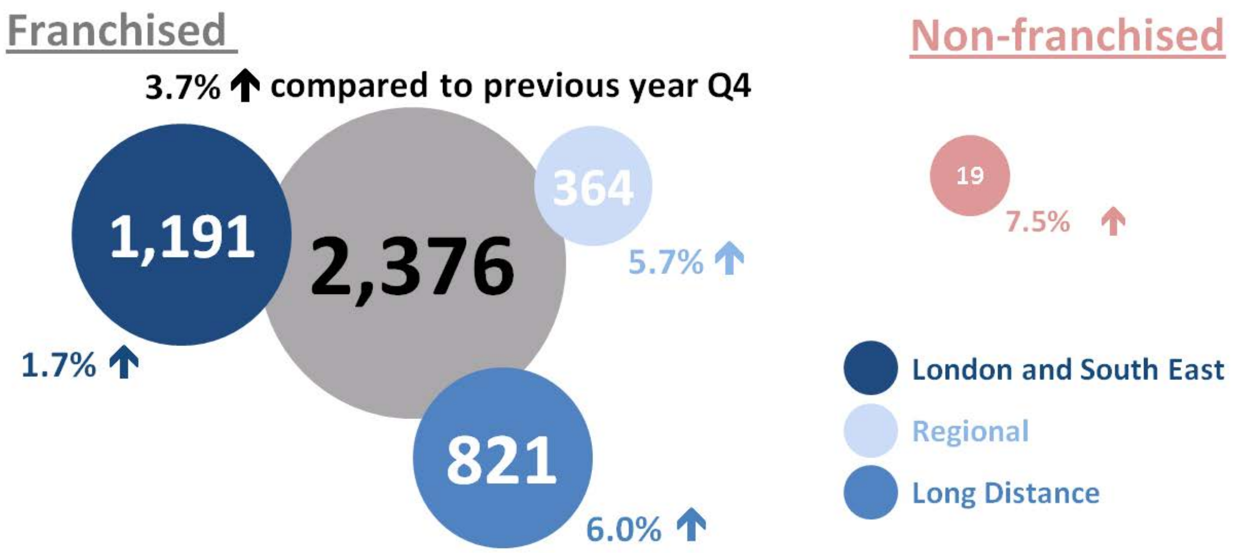
In 2016-17 Q4, passenger revenue across all operators totalled £2.4 billion, a 3.7% increase on 2015-16 Q4. Of that revenue, 99.2% was raised in revenue from franchised operators, which also recorded a quarter on quarter growth of 3.7%.

Passenger revenue by sector

Passenger revenue across all sectors recorded growth with revenue from the franchised London and South East operators' recording the lowest growth of 1.7%. This slowdown in growth is a direct consequence of the 1.9% decrease in passenger journeys in this sector in 2016-17 Q4, thereby resulting in lower revenues. The London and South East sector accounted for 50.1% of the total franchised passenger revenue this quarter.

Passenger revenue for franchised Long Distance operators generated a record £0.8 billion, with the highest quarter on quarter increase (6.0%) among all three sectors. Franchised Regional services (which includes Scotland) generated £0.4 billion in 2016-17Q4, increasing by 5.7% compared to 2015-16 Q4.

Passenger revenue by sector (£ millions), Great Britain, 2016-17 Q4 (Table 12.8)



Passenger revenue by ticket type

Revenue from franchised ordinary tickets accounted for the highest share of ticket revenue (75.4%) in 2016-17 Q4. This generated £1.8 billion: a 5.8% increase compared to 2015-16 Q4. Revenue from Advance fares (£0.4 billion) saw the highest quarter on quarter increase of all the ordinary ticket types with 14.0%.

In contrast, revenue from season tickets were 2.2% lower than in the same quarter last year, generating £0.6 billion. Revenue from season tickets has now fallen for five quarters in succession, with this quarter seeing the biggest drop compared to the same quarter previous year. This is a direct result of the 5.8% fall in season ticket journeys seen this quarter.

Passenger revenue by franchise status

Revenue generated by non-franchised operators showed a 7.5% increase this quarter compared to 2015-16 Q4, recording total revenue of £0.02 billion (£19 million).

4. Passenger Train Kilometres

2016-17 Annual

- Passenger train kilometres decreased marginally for the first time since the time series began in 2010-11 (-0.2%).

National passenger train kilometres

Passenger train kilometres in Great Britain decreased for the first time since the time series began in 2010-11. Totalling 520.9 million, passenger train kilometres in 2016-17 decreased by 0.2% compared to 2015-16.

Passenger train kilometres refers to the number of train kilometres (million) travelled by revenue earning passenger trains. The passenger train kilometres are derived from Network Rail's Track Access Billing System (TABS), which Network Rail use to bill train operators.

The passenger train kilometres for Heathrow Express have been excluded from the total figures for the non-franchised operators. Heathrow Express is not charged through Networks Rail's Track Access Billing System.

Quarterly data for **Passenger train kilometres** is available from 2010-11 Q1 to 2016-17 Q4.

Annual data for **Passenger train kilometres** is available from 2010-11 to 2016-17

(Table 12.13)

Passenger train kilometres by operator

With the highest share of passenger train kilometres among franchised operators, Govia Thameslink Railway recorded the highest volume of passenger train kilometres in 2016-17 totalling 57.4 million kilometres. However, this was a decline of 7.3% over 2015-16, as a result of planned cancellations in response to industrial action.

Northern saw an increase of 2.6 million passenger train kilometres in 2016-17 compared to 2015-16, mainly due to the transfer of services from TransPennine Express in April 2016[11]. Consequently, TransPennine Express (17.6 million) passenger train kilometres reduced by 10.3%.

[11] On 1 April 2016, the new Northern and TransPennine Express (TPE) franchises commenced operation with services between Manchester Airport and Blackpool North/Barrow-in-Furness and between Oxenholme and Windermere transferring from TPE to Northern.

Chiltern recorded an increase of 8.6% in their passenger train kilometres in 2016-17 over 2015-16 primarily due to the Oxford Parkway [12]to London service that launched part way through 2015-16 Q3 and its subsequent extension to Oxford City Centre in December 2016.

Passenger train kilometres by franchise status

In 2016-17, passenger train kilometres for all franchised operators in Great Britain were 516.4 million kilometres: 0.9 million kilometres less than in 2015-16. The slight decline in the passenger train kilometres was consistent in both the franchised as well as the non-franchised operators.

Passenger train kilometres for non-franchised operators (excluding Heathrow Express) totalled 4.6 million kilometres in 2016-17, a decrease of 0.2% on 2015-16.The highest passenger train kilometres recorded among the non-franchised operators was for Grand Central, who operate services between London and the North East & Yorkshire. Together they recorded a total of 2.6 million kilometres in 2016-17.

2016-17 Quarter 4 Results

National passenger train kilometres

There was a marginal decrease (0.01%) in the total number of passenger train kilometres across all operators in 2016-17 Q4, with both the franchised and the non-franchised operators registering a quarter on quarter decline in their passenger train kilometres.

Passenger train kilometres by operator

Nine of the twenty franchised operators observed a decrease in their passenger train kilometres in 2016-17 Q4. Merseyrail registered the largest decrease of 17.8% reducing their total passenger train kilometres this quarter to 1.3 million.

Govia Thameslink Railway continued to be the operator with the highest volume of passenger train kilometres in 2016-17 Q4, recording 14.4 million kilometers, a 5.0% decrease over 2015-16 Q4.

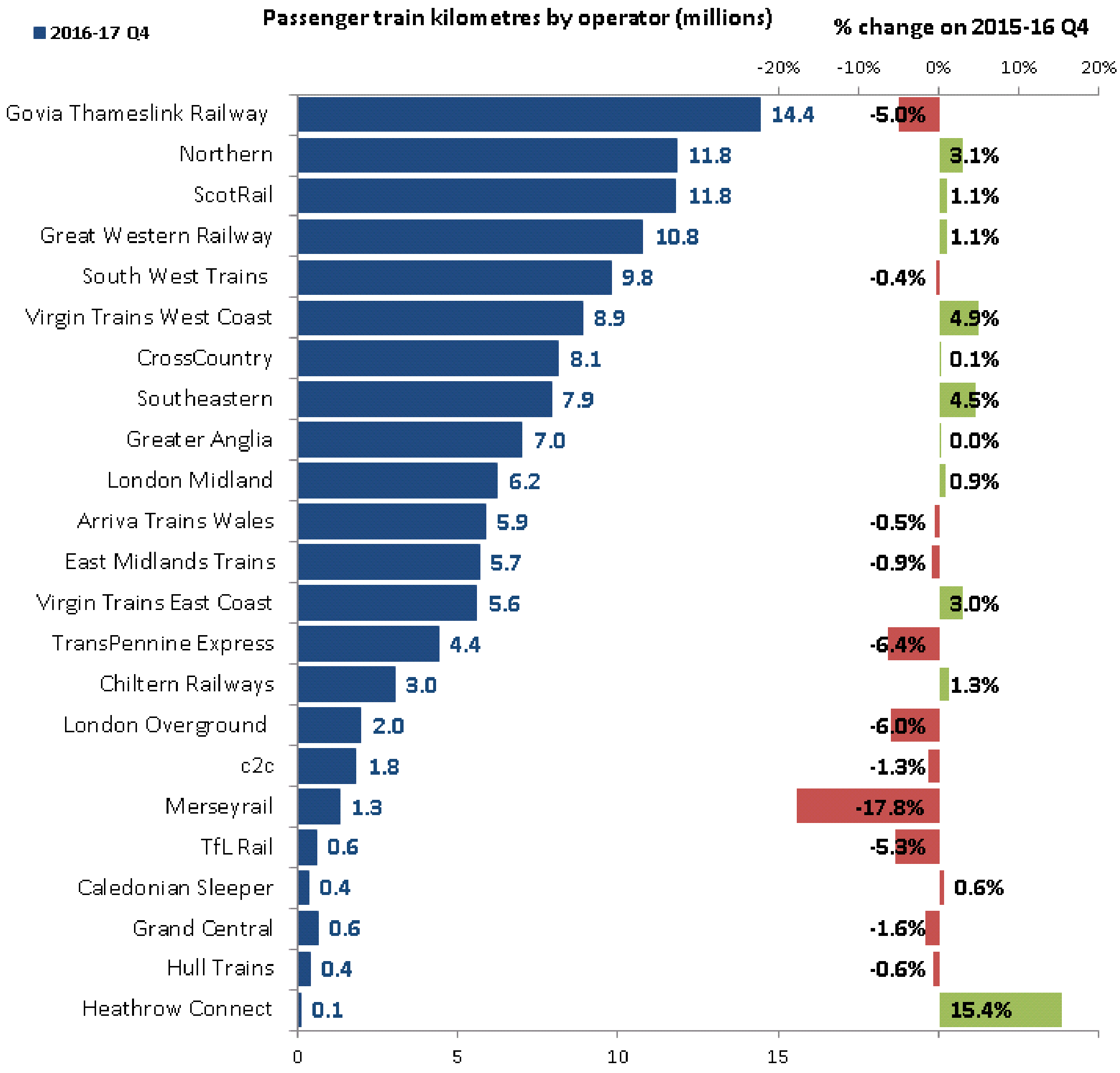
While Northern saw an increase of 3.1% in their passenger train kilometres due to the transfer of some of the TransPennine services in April 2016, TransPennine express recorded a quarter on quarter drop (6.4%).

The completion of the new rail line linking Oxford to London via Bicester contributed to the 1.3% growth for Chiltern in 2016-17 Q4 compared to last year, totalling 3.0 million train kilometres.

[12] http://www.chilternrailways.co.uk/oxford-parkway-open

Passenger train kilometres for Virgin Trains West Coast increased by 4.9% in 2016-17 Q4. This was likely due to the better weather conditions this quarter compared to 2015-16 Q4, which was marked by poor weather conditions in northern England leading to the closure of the West Coast Main Line at Lamington, near Lockerbie.

Passenger train kilometres by operator, Great Britain, 2015 -16 Q4 and 2016-17 Q4
(Table 12.13)



Passenger train kilometres by franchise status

Passenger train kilometres for non-franchised operators decreased by 0.2% compared to 2015-16 Q4, recording a total of 1.1 million kilometres. Both of the non-franchised operators Grand Central and Hull Trains saw a drop in their passenger train kilometres this quarter compared to this time last year.

Annex 1 – List of pre-created reports available on the ORR Data Portal

All data tables can be accessed on the data portal free of charge. The ORR data portal provides on screen data reports, as well as the facility to download data in Excel format and print the report. We can provide data in csv format on request.

Passenger train kilometres

- Passenger train kilometres by operator – Table 12.13

Passenger kilometres

- Passenger kilometres – Table 12.2 (franchised only)
- Passenger kilometres by sector – Table 12.3
- Passenger kilometres by ticket type – Table 12.4
- Passenger kilometres by train operating company – Table 12.11

Passenger journeys

- Passenger journeys – Table 12.5 (franchised only)
- Passenger journeys by sector – Table 12.6
- Passenger journeys by ticket type – Table 12.7
- Passenger journeys by train operating company – Table 12.12

Passenger revenue

- Passenger revenue by sector – Table 12.8
- Passenger revenue by ticket type – Table 12.9
- Revenue per passenger kilometre and per passenger journey – Table 12.10 (franchised only)

Timetabled Train Kilometres (TTKM)

- Timetabled Train Kilometres by train operating company – Table 12.1

(Includes data until 2015-16 Q2)

Revisions: There have not been any revisions to the previously published tables associated with this statistical release. Further details can be found at: Revisions Log

For more information on data collection and the methodology used to calculate the statistics in this release please see the accompanying Quality Report.

Regional passenger journeys showing rail journeys to/from and within each region or country are published in Regional Rail Usage statistical release and data portal tables. These 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 published in this Passenger Rail Usage statistical release.

Annex 2

Statistical Releases

This publication is part of the statistical releases which cover the majority of reports that were previously released through the Data Portal. The statistical releases consist of four annual and four quarterly themed releases:

Annual:

- Rail Finance & Rail Fares Index;
- Key Safety Statistics;
- Rail Infrastructure, Assets and Environmental;
- Regional Rail Usage.

Quarterly:

- Passenger and Freight Rail Performance;
- Freight Rail Usage;
- Passenger Rail Usage;
- Passenger Rail Service Complaints.

A full list of publication dates for the next twelve months can be found in the release schedule on the ORR website.

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.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is ORR's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

For more details please contact the Statistics Head of Profession Abby Sneade on 020 7282 2022 or contact rail.stats@orr.gsi.gov.uk.

The Department for Transport (DfT) also publishes a range of rail statistics which can be found at DfT Rail Statistics.

This publication is available at orr.gov.uk

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