Passenger journeys in Great Britain

Differences between two ORR published statistics
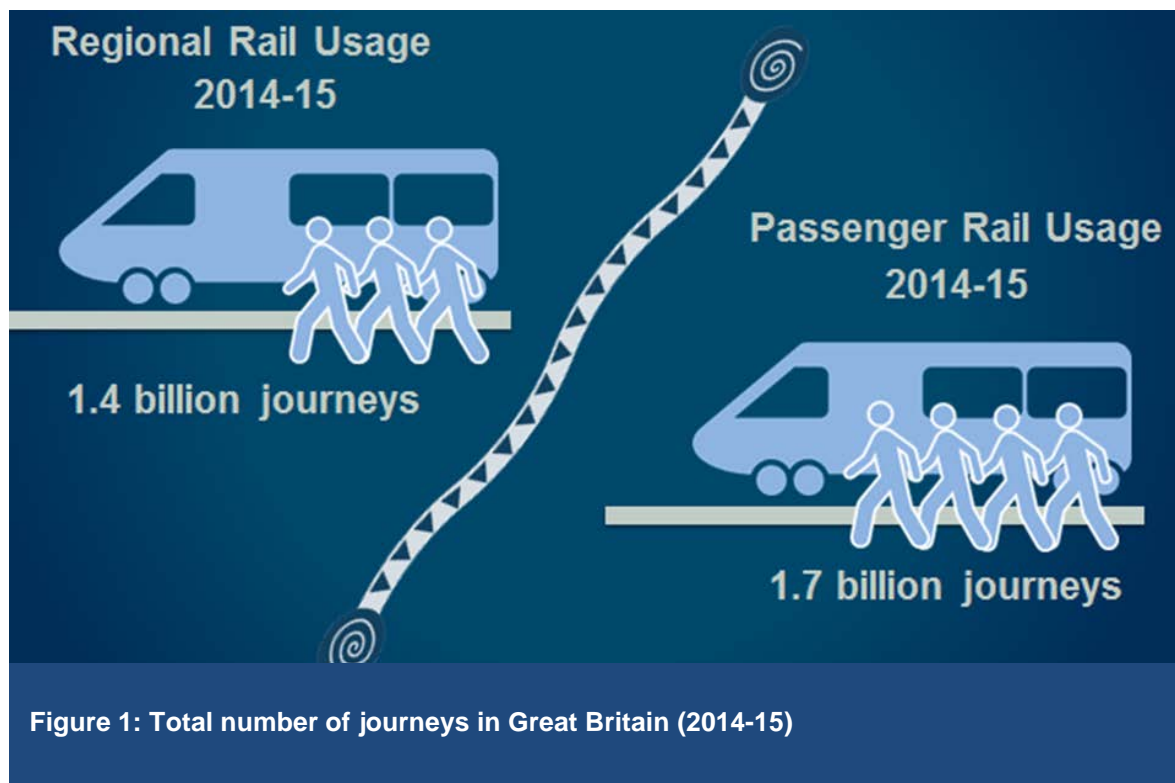
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Summary

ORR publishes National Statistics on a range of topics including rail demand, rail performance, rail finance and rail safety.

To measure rail demand, ORR publishes two separate series on the volume of passenger journeys undertaken on the GB rail network;

- **Regional rail usage –** This dataset is published annually and provides a breakdown of GB journeys by Region

- **Passenger rail usage –** This dataset is published quarterly and provides a breakdown of GB journeys by sector, ticket type and train operating company (TOC)

Regional Rail Usage 2014-15

1.4 billion journeys

Passenger Rail Usage 2014-15

1.7 billion journeys

Figure 1: Total number of journeys in Great Britain (2014-15)

Purpose of the document

In 2014-15, the aggregated GB figure for total number of journeys in Regional rail usage was 1.4 billion whilst the equivalent figure in Passenger rail usage was 1.7 billion.

The purpose of this paper is to set out why there is a difference between the two measures and what causes the difference.

Where does the data come from?

The main source for both datasets is the LENNON (Latest Earnings Earned Nationally Networked Over-Night) database. The primary purpose of the LENNON database is to apportion revenue from sales of rail tickets and other miscellaneous items (e.g. car parking) between train operating companies (TOCs).

There are two datasets held within LENNON; a pre-allocation (sales) dataset that records the ticket sales themselves and post-allocation (earnings) which apportions the revenue (and associated passenger journeys and passenger kilometres) to TOCs.

Regional rail usage is not disaggregated by TOC so uses the pre-allocated dataset whilst **Passenger rail usage** uses the post-allocation dataset to enable TOC level disaggregation.

How are the revenue, passenger journeys and passenger kilometres apportioned to TOCs?

They are allocated to TOCs based on a similar system to a journey planner and each specific product has its own apportionment factors. The apportionment factors for each product are agreed between TOCs.

For example, if you purchase an advance ticket where travel is restricted to a specific train and operator, that particular TOC would receive 100% of the apportionment. For tickets such as a Standard Day Return between London and Birmingham where passengers have a choice of operator, all TOCs who could operate any part of the journey between London and Birmingham are allocated a proportion of the revenue (and associated passenger journeys and passenger kilometres).

How is the data compiled?

Regional rail usage uses the pre-allocated dataset which records the origin and destination named on the purchased ticket but does not make any assumptions on the route that was taken or how many trains were used to get from origin to destination. For example, if a ticket is purchased between London and Huddersfield, although a change of train is necessary, it is classed as one journey within this dataset.

Passenger rail usage uses the post-allocated dataset which takes the tickets issued in the pre-allocated dataset and apportions the revenue, passenger journeys and passenger kilometres to TOCs that could operate any of the legs between the origin and destination. For example, the ticket purchased between London and Huddersfield would be classed as

two journeys; one between London and Leeds, and one between Leeds and Huddersfield[1].

Therefore, **passenger rail usage** journey numbers will always be greater than the equivalent **regional rail usage** numbers.
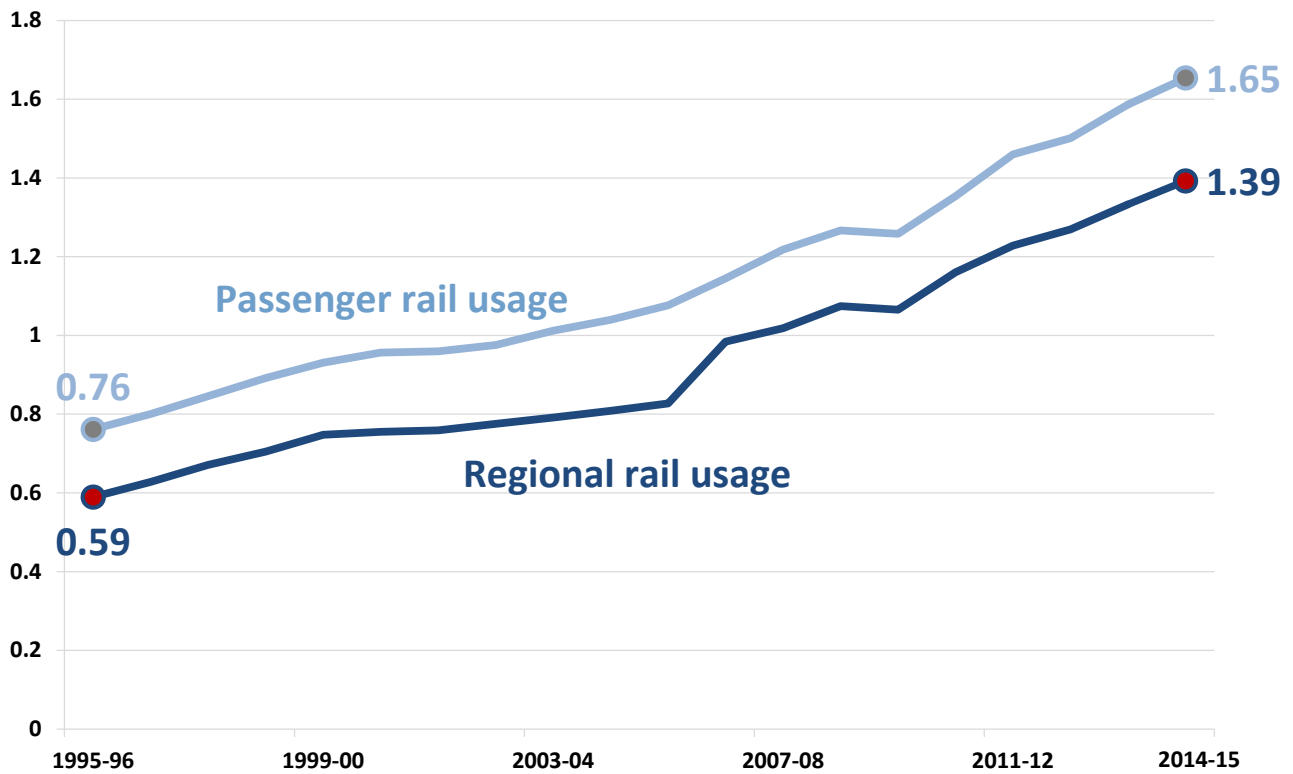

Figure 2: GB Passenger journeys (billion) – 1995-96 to 2014-15

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[1] There may be other routes used between London and Huddersfield but London – Leeds and Leeds – Huddersfield is used as an example.