Passenger rail usage

April to June 2022

6 October 2022

Background:

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

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

Sources: LENNON ticketing and revenue system, train operators and Network Rail

Latest quarter: 1 April to 30 June 2022

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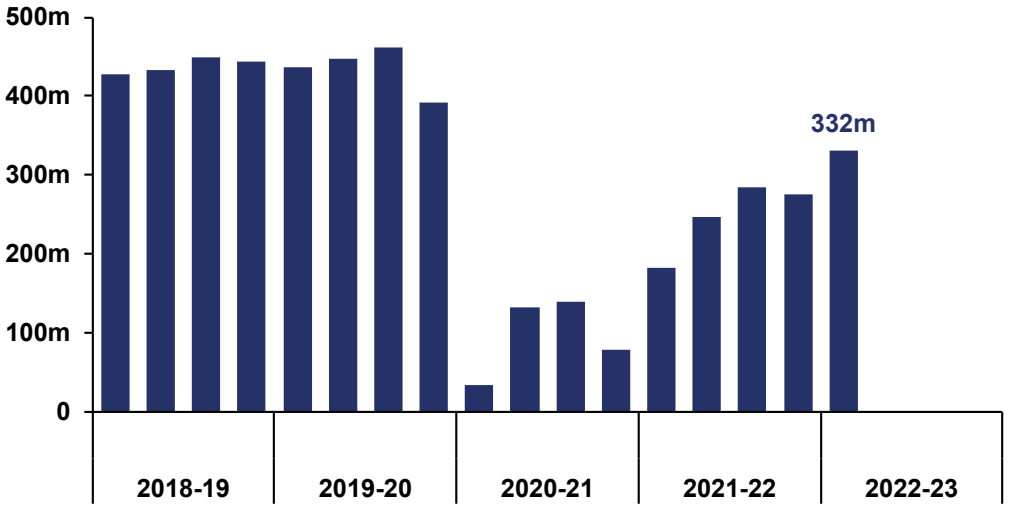
Next publication:
15 December 2022

A total of **332 million rail passenger journeys** were made in Great Britain in the latest quarter (1 April to 30 June 2022). This equates to 75.8% of the 437 million journeys in the same quarter three years ago (pre-pandemic). Strike action by the RMT union on 21, 23 and 25 June resulted in a substantially reduced service operating on these days.

There were 1.1 billion journeys made in the year to 30 June 2022. This was more than double the 535 million made in the previous 12 months.

Figure 1 Passenger journeys have increased in four of the last five quarters

Passenger journeys, Great Britain, quarterly data, 1 April 2018 to 30 June 2022



Total **passenger revenue** was **£2.1 billion** in the latest quarter. This equates to 70.4% of the £3.0 billion three years ago (when using 1 April to 30 June 2022 prices).

Revisions and new data: The passenger train kilometre dataset has been revised back to April 2010 to improve the coverage of the rail network. It also includes a split by traction type (electric or diesel) for the first time. Data for passenger vehicle kilometres are included for the first time, also including a split by traction type.

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 data portal. Key definitions are in annex 1.

1. Passenger journeys

Recovery from the coronavirus (COVID-19) pandemic

The statistics presented in this release are compared with the same quarter **three years ago** (1 April to 30 June 2019). This is to provide an assessment of the level of rail usage relative to that before the pandemic.

Estimates published by the Department for Transport (DfT) indicate that relative passenger rail usage in Great Britain began April 2022 at around 72% of the equivalent week in 2019, before reaching a peak of 93% in the middle of June. However, industrial action on 21, 23, and 25 June resulted in relative passenger rail usage falling to 48% for the week ending 26 June. These figures broadly correspond to the overall estimate of relative usage between 1 April to 30 June made in this release (75.7%). The methodology used by DfT counts all future journeys associated with a season ticket at the date of purchase; whereas the methodology used in this publication distributes those same journeys across the validity of the ticket resulting in a more accurate usage estimate.

Strike action

In the latest quarter, strike action by the RMT union took place on 21, 23 and 25 June. In response a reduced timetable was put in place on the strike days and the days between (22 and 24 June). Compared with the equivalent days in the week before and the week after the strikes, the trains planned in Great Britain were down by around 80% on the strike days and by around 25% on the days between the strike days.

Passenger journeys by sector and operator

The London and South East sector recorded 227 million journeys between 1 April to 30 June 2022. This gives a relative usage that was 75.5% of the 301 million journeys in the same quarter three years ago. A total of 24 million journeys were made in the latest quarter on the Elizabeth line (formerly branded as TfL Rail). This is not comparable with the same quarter three years ago due to the opening of the central section of the line on 24 May 2022. TfL estimated that more than one million journeys were made in the central section in its first five days of use.

The Long Distance sector recorded 31 million journeys in the latest quarter, giving it a relative usage of 84.8%. With a relative usage of 106.4%, London North Eastern Railway has recovered to a level of usage greater than before the pandemic. The Regional sector recorded 72 million journeys, which is 73.0% of the 98 million journeys recorded three years ago. At 61.4%, ScotRail was the operator with the lowest relative usage.

Figure 1.1 Relative usage compared with three years ago ranged from 106.4% for the London North Eastern Railway to 61.4% for ScotRail

Passenger journeys by operator, April to June 2022, and as a percentage of April to June 2019 (Table 1223)

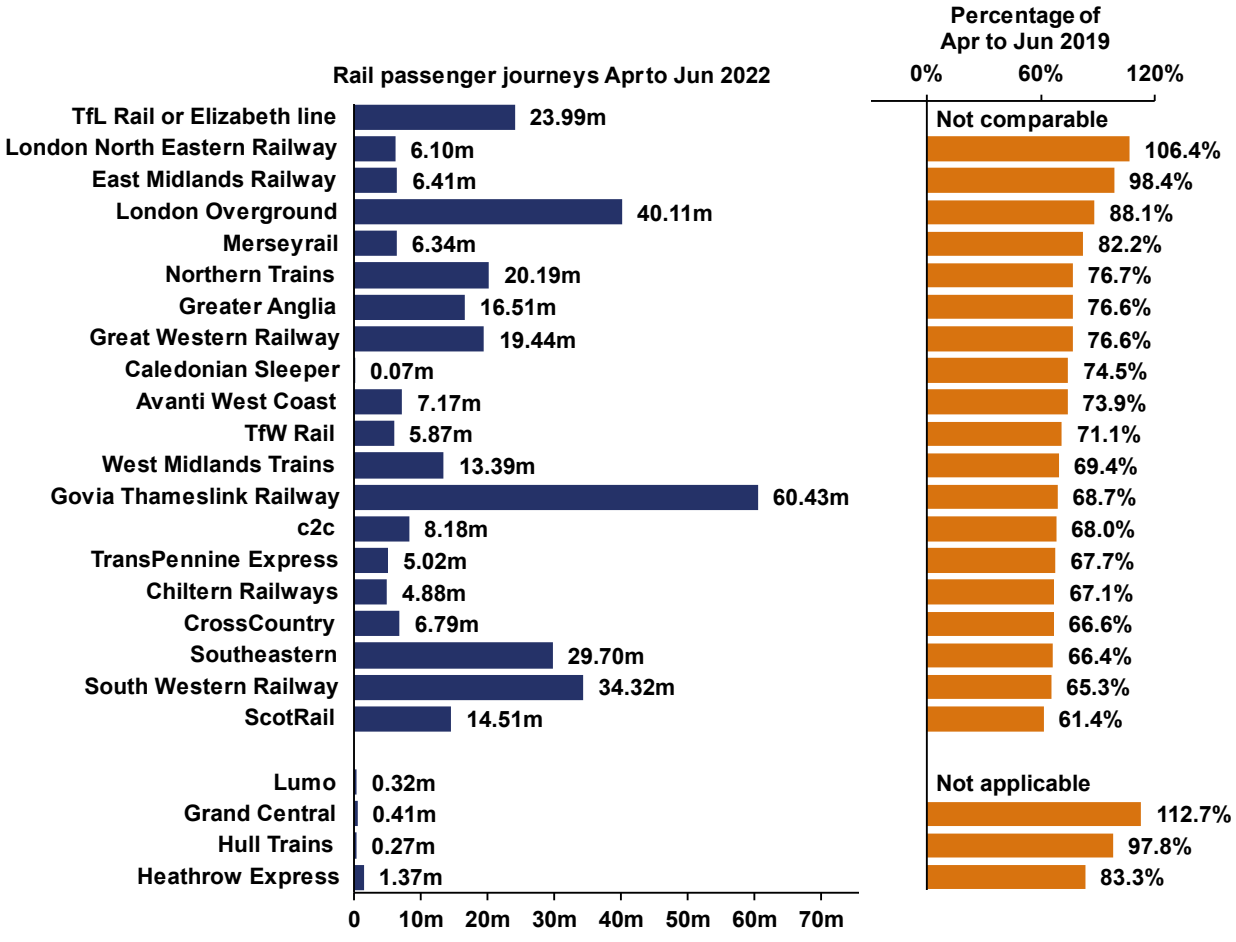
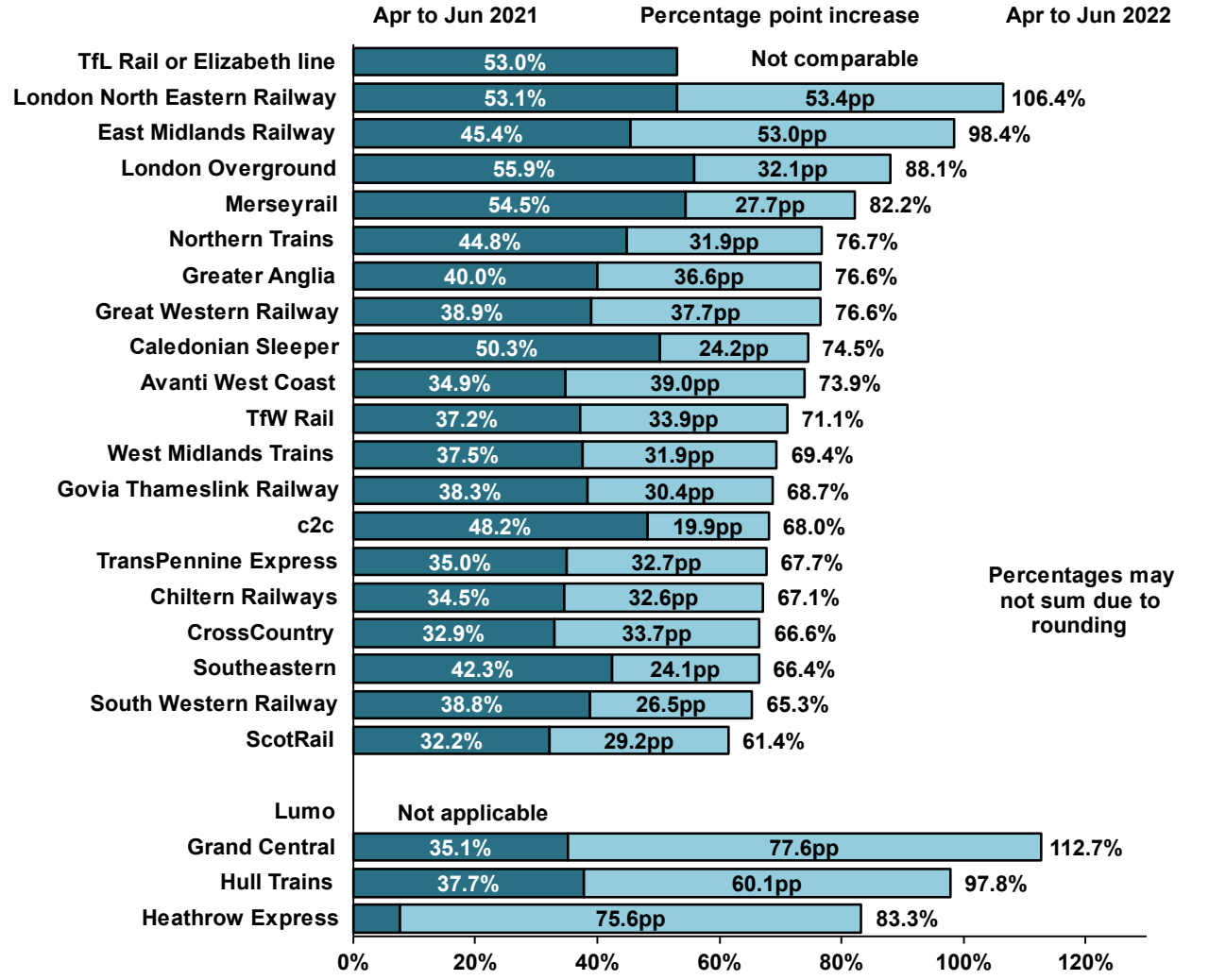


Figure 1.2 shows April to June quarterly usage in 2021 and 2022 as a percentage of usage between April to June 2019. Grand Central recorded the largest percentage point increase in relative usage in the latest quarter at 77.6pp. However, both Grand Central and Hull trains ran more services in the latest quarter compared with a year ago. Heathrow Express (75.6pp) also recorded a large increase in relative usage with air travel recovering in 2022.

Of the franchised operators, London North Eastern Railway (53.4pp) and East Midlands Railway (53.0pp) recorded the largest increases in relative usage. The smallest increase in relative usage was recorded by c2c (19.9pp).

Figure 1.2 The increase in relative usage compared with a year ago ranged from 77.6pp for Grand Central to 19.9pp for c2c

Passenger journeys by operator, April to June 2021 and 2022 as a percentage of journeys in 2019 (Table 1223)

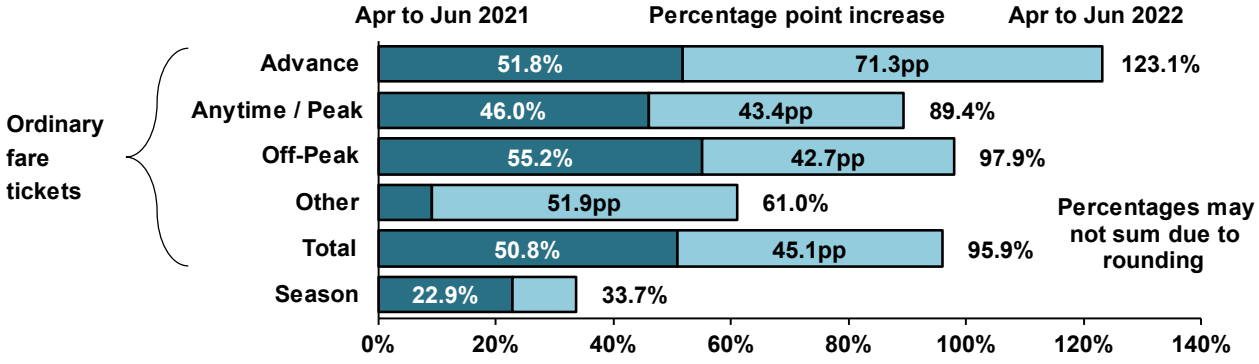


Franchised passenger journeys by ticket type

There were 282 million franchised passenger journeys made using ordinary fare tickets in the latest quarter. This is equivalent to 95.9% of the 294 million journeys made in the same quarter three years ago and represents a 45.1pp increase in relative usage on a year ago. Journeys made with advance tickets reached 123.1% of pre-pandemic usage in the latest quarter, with a 71.3pp increase in relative usage compared with a year ago. Off-peak tickets (up 42.7pp) and anytime/peak tickets (up 43.4pp) also had substantial increases in relative usage compared with a year ago. Other tickets, which include refunds, recorded a relative usage of 61.0% in the latest quarter.

Figure 1.3 The increase in relative usage was greatest for advance ticket journeys

Passenger journeys by ticket type, April to June 2021 and 2022 as a percentage of journeys in 2019 (Table 1222)



Relative usage with season tickets (33.7%) was considerably smaller than relative usage with ordinary fare tickets (95.9%). This resulted in the share of all journeys made using season tickets falling by more than half from 32.5% between 1 April and 30 June 2019 to 14.5% between 1 April and 30 June 2022.

Table 1.1 Season tickets accounted for 14.5% of franchised journeys made in the latest quarter

Share of franchised passenger journeys made between 1 April and 30 June using ordinary and season tickets, 2019 to 2022 (Table 1222)

Ticket Type	1 April to 30 June 2019	1 April to 30 June 2020	1 April to 30 June 2021	1 April to 30 June 2022
Ordinary	67.5%	71.0%	82.2%	85.5%
Season	32.5%	29.0%	17.8%	14.5%

2. Passenger kilometres

Passenger kilometres by sector and operator

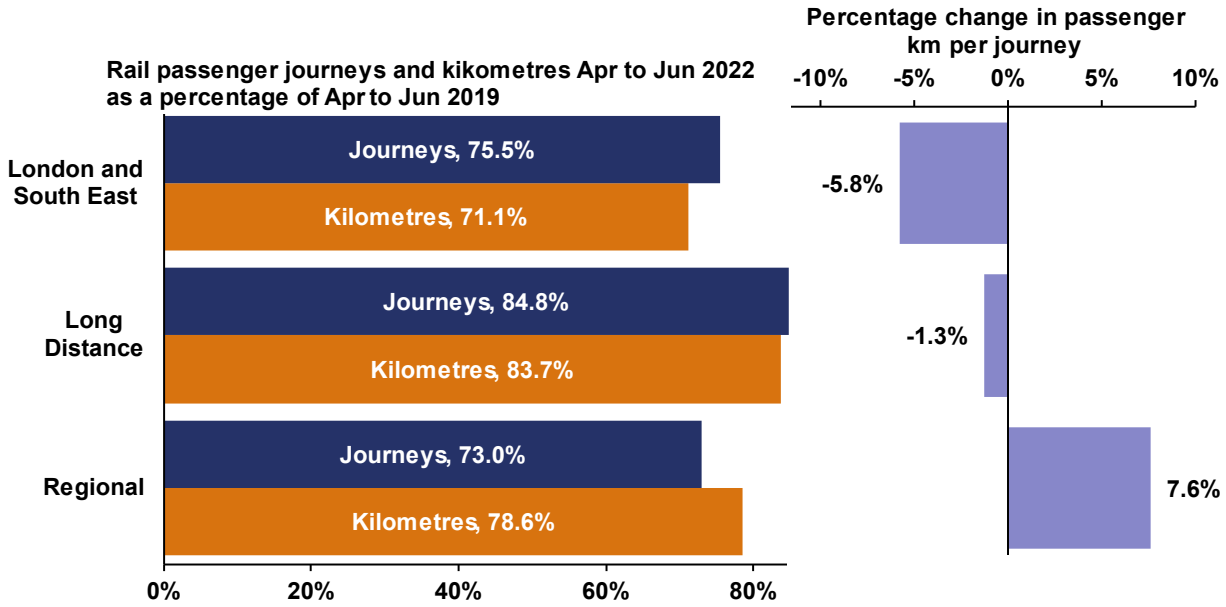
A total of 13.5 billion passenger kilometres were recorded in Great Britain between 1 April and 30 June 2022. This equates to 78.1% of the 17.3 billion kilometres in the same quarter three years ago. Passenger kilometres per journey were 40.8 in the latest quarter, an increase from 39.6 three years ago.

The London and South East sector recorded 5.6 billion kilometres in the latest quarter, which equates to 71.1% of the 7.9 billion kilometres recorded three years ago. The Long Distance sector had 4.9 billion kilometres in the latest quarter (83.7% of the 5.9 billion three years ago), while the Regional sector recorded 2.7 billion kilometres in the latest quarter (78.6% of the 3.4 billion kilometres three years ago).

In the London and South East sector there were relatively more passenger journeys (75.5% of three years ago) than kilometres (71.1%) in the latest quarter. Consequently, passenger kilometres per journey in the sector fell from 26.1 to 24.6, a fall of 5.8%. The Long Distance sector (down 1.3%) also recorded shorter journeys, while the Regional sector (up 7.6%) recorded longer average journey lengths in the latest quarter compared with three years ago.

Figure 2.1 Average journey lengths in the Regional sector were 7.6% longer in the latest quarter compared with three years ago

Franchised passenger journeys and kilometres by sector, April to June 2022 as a percentage of April to June 2019, and percentage change in passenger kilometres per journey (Tables 1221 and 1231)

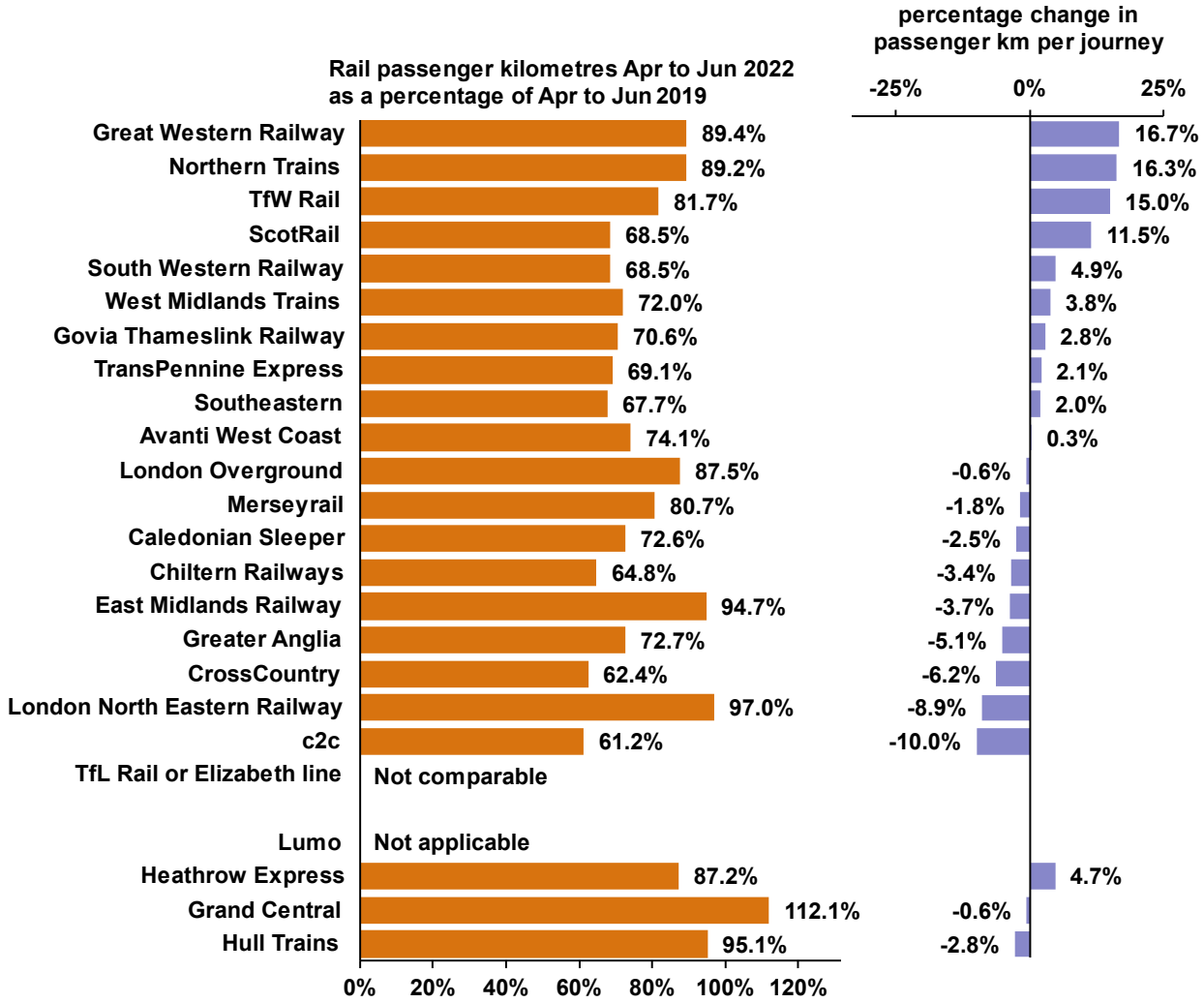


At 97.0%, London North Eastern Railway recorded the highest relative usage for passenger kilometres in the latest quarter. c2c recorded the lowest relative usage of the operators at 61.2% of the passenger kilometres travelled three years ago.

Ten franchised operators recorded a longer average journey length in the latest quarter compared with three years ago. Great Western Railway recorded the largest increase at 16.7%. Northern Trains (up 16.3%), TfW Rail (up 15.0%) and ScotRail (up 11.5%) also recorded increases in average journey length of more than 10%. By contrast, the average length of a journey on c2c in the latest quarter was 10.0% shorter than that recorded three years ago.

Figure 2.2 Average journey lengths were shorter in the latest quarter compared with three years ago for 11 operators

Passenger kilometres by operator, April to June 2022 as a percentage of April to June 2019, and percentage change in passenger kilometres per journey (Tables 1223 and 1233)



Passenger kilometres by ticket type

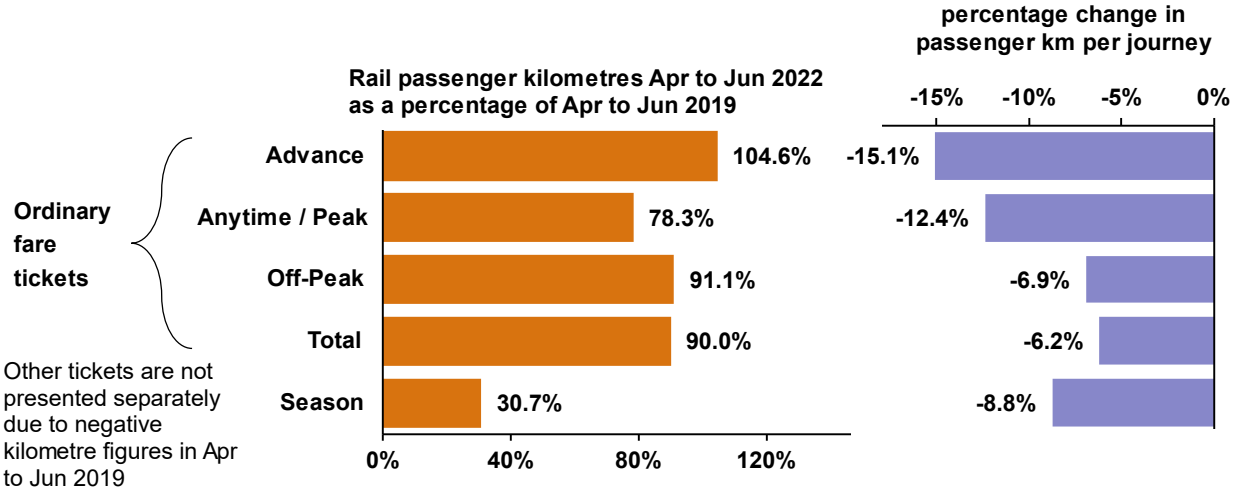
There were 13.2 billion franchised passenger kilometres travelled between 1 April to 30 June 2022. This is equivalent to 76.9% of the 17.1 billion kilometres travelled in the same quarter three years ago. Advance tickets (104.6%) recorded the highest usage relative to three years ago. This was followed by off-peak tickets (91.1%), anytime/peak tickets (78.3%) and season tickets (30.7%).

Franchised passenger journeys in the latest quarter were, on average, 40.0 kilometres in length. This is up 1.6% on the 39.4 kilometres recorded three years ago. At 15.1%, advance tickets recorded the largest fall in average journey length in the latest quarter compared with three years ago. This was followed by anytime/peak tickets (down 12.4%), season tickets (down 8.8%) and off-peak tickets (down 6.9%).

All four ticket types recorded falls in average journey length despite the overall increase in journey length. This is because relatively more journeys were made in the advance and off-peak ticket categories in the latest quarter. Journeys made on such tickets tend to be longer in distance.

Figure 2.3 Average journey lengths were shorter in the latest quarter compared with three years ago for all ticket types

Passenger kilometres by ticket type, April to June 2022 as a percentage of April to June 2019, and percentage change in passenger kilometres per journey (Tables 1222 and 1232)



3. Passenger revenue

Passenger revenue by sector

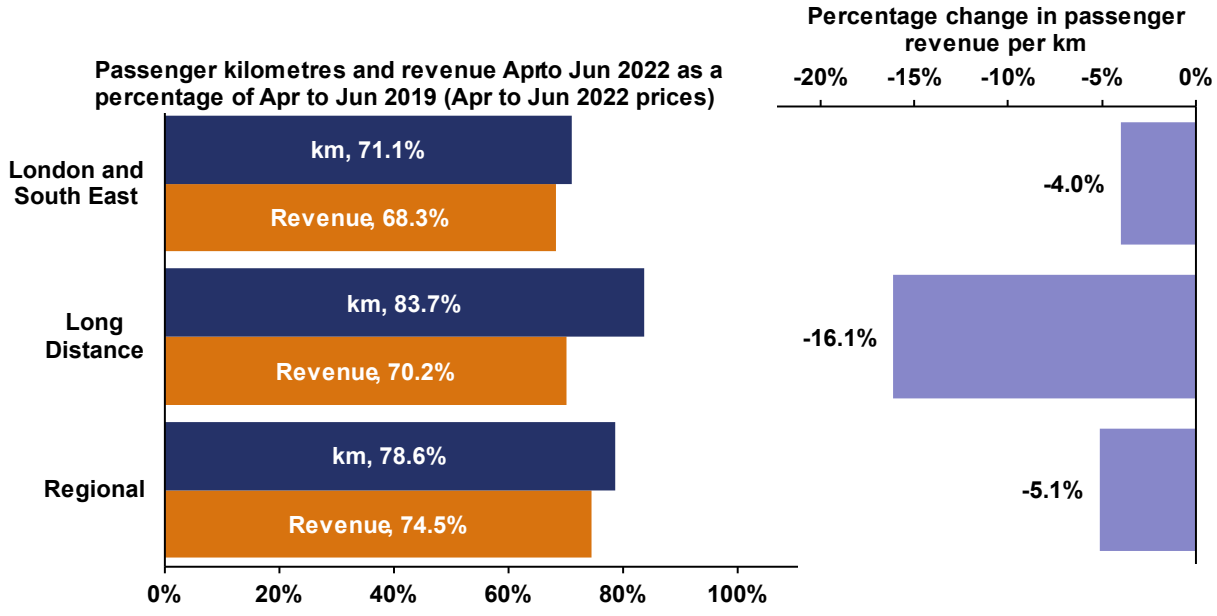
Total passenger revenue in Great Britain between 1 April to 30 June 2022 was £2.1 billion. This equates to 70.4% of the £3.0 billion in the same quarter three years ago (when using 1 April to 30 June 2022 prices).

Franchised passenger revenue per journey was £6.32 in the latest quarter. This is down 7.6% compared with three years ago. Franchised passenger revenue per kilometre was 15.8p in the latest quarter, which was down 9.1% compared with three years ago. The Regional sector generated 13.0p for every passenger kilometre in the latest quarter. This was down 5.1% compared with three years ago. The London and South East sector recorded 18.0p per passenger kilometre in the latest quarter. This was down 4.0% compared with three years ago. The Long Distance sector generated 14.8p per passenger kilometre in the latest quarter, down 16.1% compared with three years ago.

The fall in revenue per kilometre in the latest quarter was larger than in previous quarters since the pandemic. This may have been due to the Great British Rail Sale, which took place during April and May 2022.

Figure 3.1 Average revenue per passenger kilometre in the Long Distance sector was 16.1% less in the latest quarter than it was three years ago

Franchised passenger kilometres and revenue by sector, April to June 2022 as a percentage of April to June 2019 (April to June 2022 prices), and percentage change in passenger revenue per kilometre (Tables 1231 and 1211)



Passenger revenue by ticket type

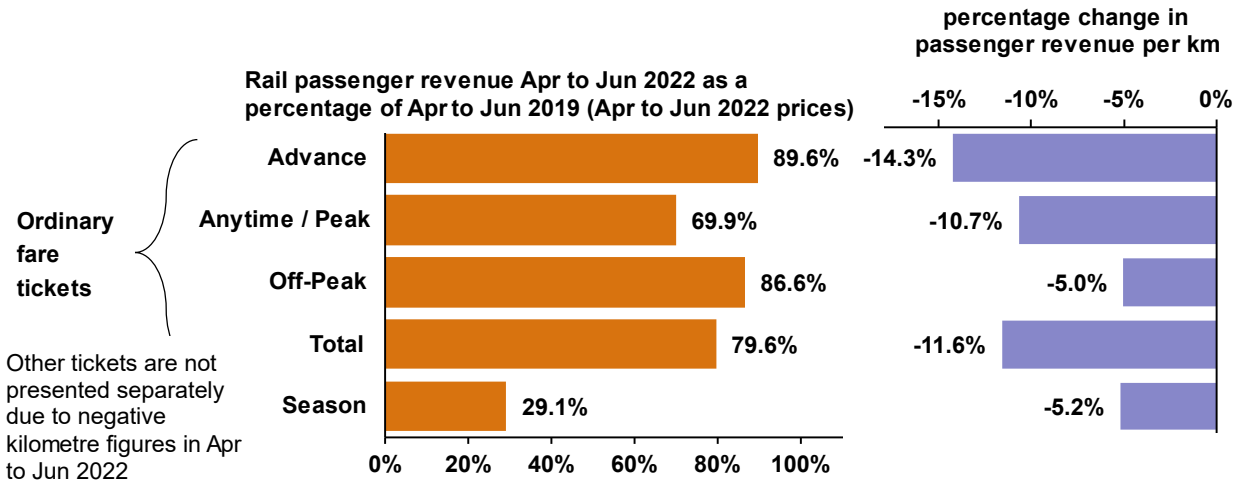
Ordinary tickets accounted for £1.9 billion of franchised passenger revenue between 1 April and 30 June 2022. This equates to 79.6% of the £2.4 billion generated by such tickets in the same quarter three years ago (when using 1 April to 30 June 2022 prices). Season tickets accounted for £166 million of franchised passenger revenue in the latest quarter. This equates to 29.1% of the £570 million earned three years ago.

Season tickets generated 14.3p per passenger kilometre in the latest quarter, which was down 5.2% on the 15.1p recorded three years ago. Off-peak tickets generated 5.0% less revenue per passenger kilometre in the latest quarter compared with three years ago.

Anytime/peak and advance tickets continue to generate substantially less revenue per franchised passenger kilometre compared with before the pandemic. Advance tickets generated 14.3% less revenue per passenger kilometre in the latest quarter compared with three years ago. This particularly large fall may be due in part to the Great British Rail Sale. Anytime/peak tickets recorded 10.7% less revenue per passenger kilometre compared with three years ago. These decreases have contributed to the decline in revenue per passenger kilometre in the Long Distance sector.

Figure 3.2 Average revenue per passenger kilometre was lower in the latest quarter compared with three years ago for all ticket types

Passenger revenue by ticket type, April to June 2022 as a percentage of April to June 2019 (April to June 2022 price), and percentage change in passenger kilometres per journey (Tables 1232 and 1212)



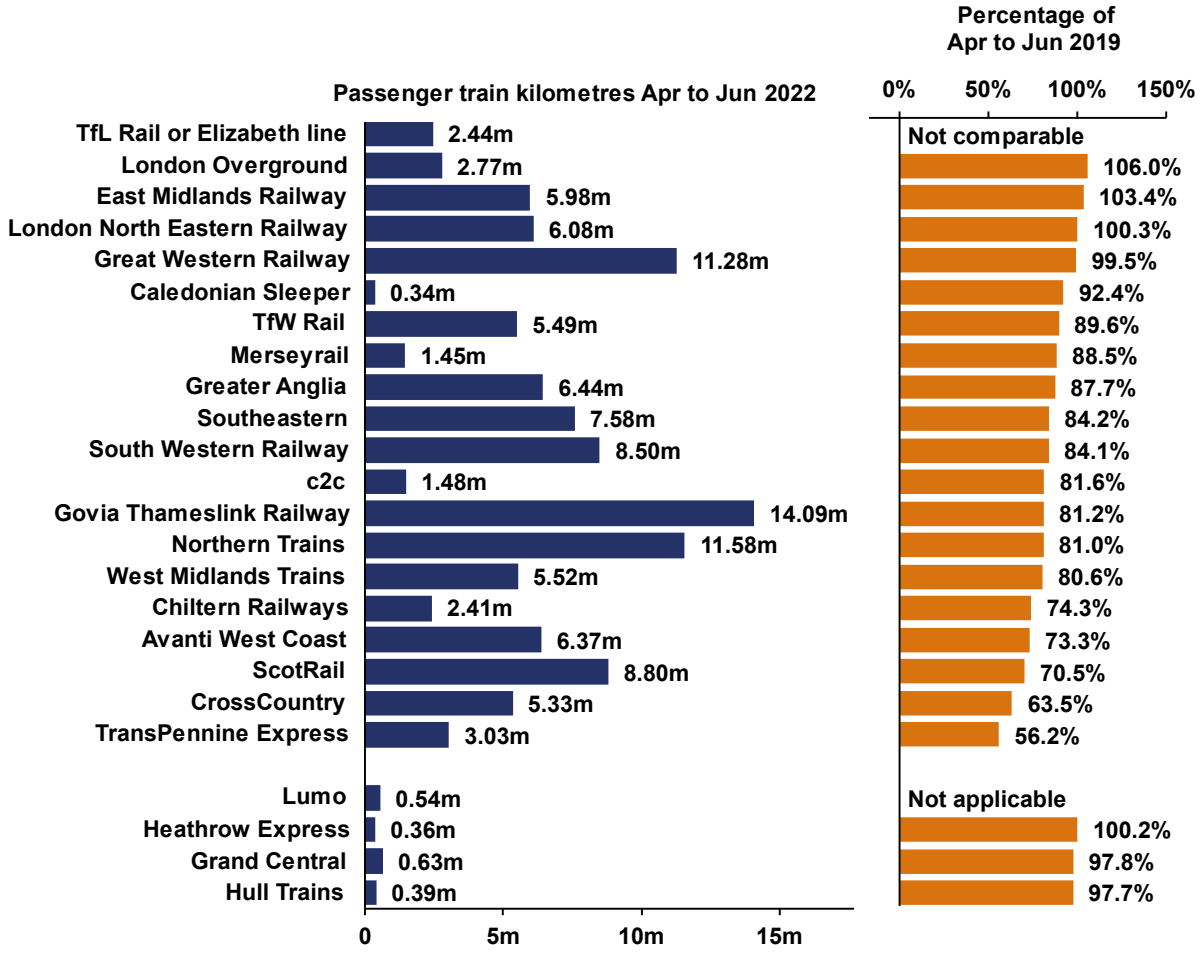
4. Passenger train kilometres

The passenger train kilometres data has been revised back to 1 April 2010 to improve the coverage of the rail network. The dataset now includes train kilometres operated on non-Network Rail infrastructure including the branch line to Heathrow Airport, HS1, the Island Line, and TfL infrastructure. This has added around 2.3 million train kilometres per quarter. Annex 2 includes details of the changes for operators affected. The published data also includes a split by traction type (electric or diesel) for the first time.

A total of 119 million passenger train kilometres were operated between 1 April and 30 June 2022. This equates to 84.1% of the train kilometres operated in the same quarter three years ago. The Elizabeth line recorded 2.4 million train kilometres in the latest quarter. This is not comparable with the same quarter three years ago as this now includes trains operated through the central section of the line.

Figure 4.1 Fourteen franchised train operators ran less than 90% of their train kilometres operated three years ago

Passenger train kilometres by operator, April to June 2022, and as a percentage of April to June 2019 (Table 1243)



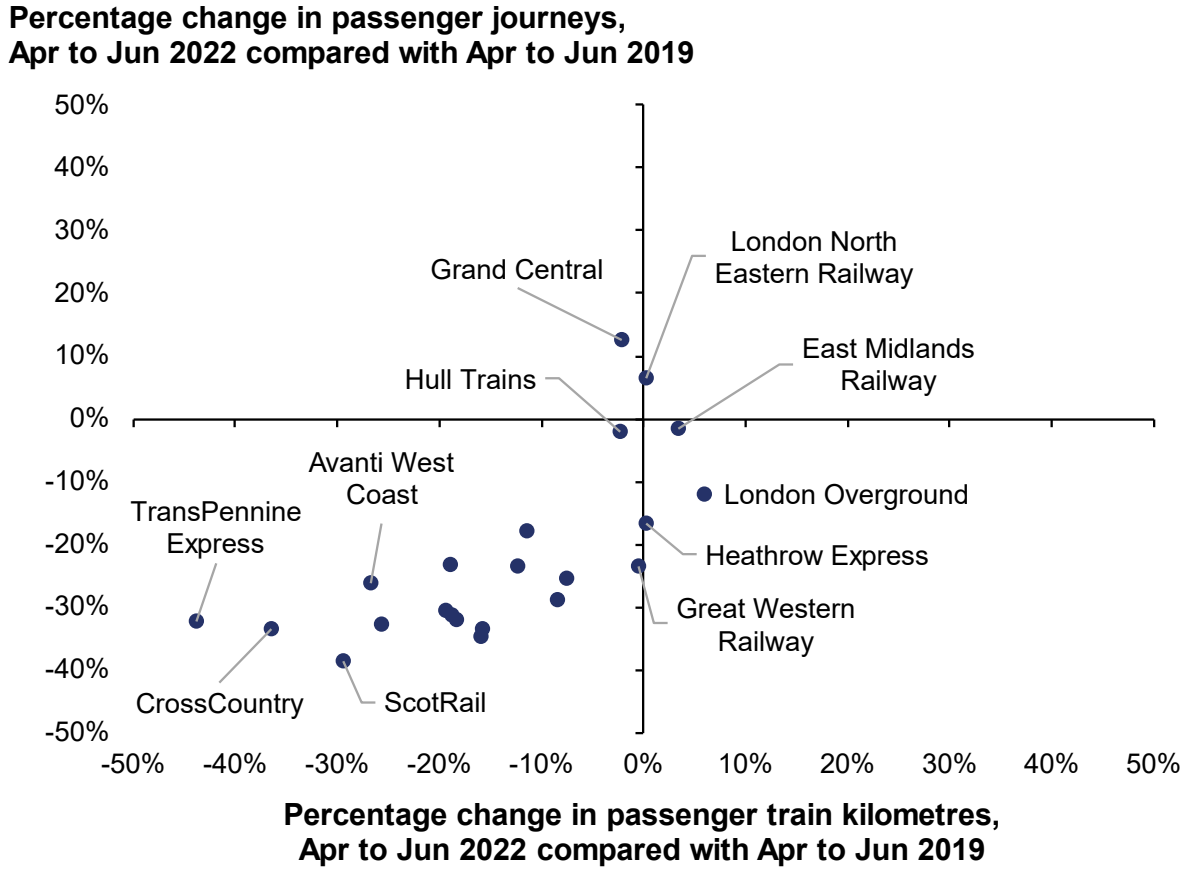
Change in passenger journeys and change in passenger train kilometres by operator

Many factors influence the extent to which passenger usage has recovered for each operator since the pandemic. For example, leisure travel has returned more strongly than commuting. Therefore, operators that historically have more leisure travel and less commuting are likely to have had stronger recoveries.

The relatively strong leisure market may have been a contributing factor to the recoveries at Grand Central, London North Eastern Railway, East Midlands Railway and Hull Trains. Nevertheless, these four operators ran close to or above their pre-pandemic levels of train kilometres this quarter. Furthermore, among the other operators, there is a correlation between the change in train kilometres and the change in passenger journeys. It may be the case that the observed variance for passenger journey recoveries is partly explained by the extent to which passenger train kilometres have returned to pre-pandemic levels.

Figure 4.2 Operators running closer to pre-pandemic levels of train kilometres have had stronger recoveries of passenger journeys

Percentage change in passenger journeys compared with percentage change in passenger train kilometres by operator (excluding TfL Rail or Elizabeth line), April to June 2022 compared with April to June 2019 (Table 1223 and Table 1243)



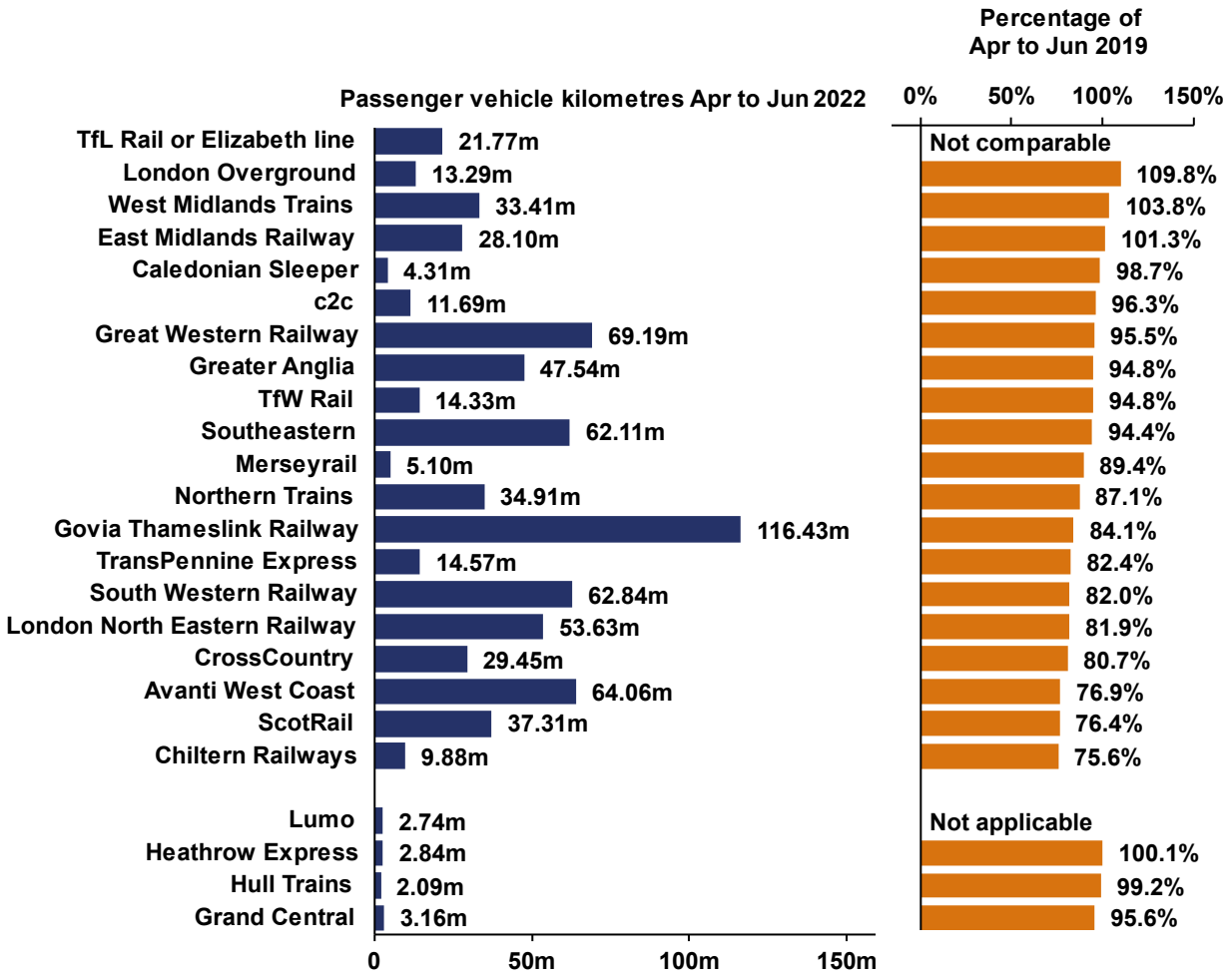
5. Passenger vehicle kilometres

Data for passenger vehicle kilometres has been published in this statistical release and associated data tables for the first time. It also includes a split by traction type (electric or diesel). A train with a locomotive and four carriages travelling one kilometre will generate one train kilometre and five vehicle kilometres.

A total of 745 million passenger vehicle kilometres were operated between 1 April and 30 June 2022. This equates to 89.3% of the vehicle kilometres operated in the same quarter three years ago and is more than 5pp higher than the equivalent figure for train kilometres. Some of the difference is due to the introduction of new rolling stock. For example, the Class 802s and Class 397s at TransPennine Express have resulted in longer trains. Elizabeth line data are not comparable due to the opening of the central section of the line.

Figure 5.1 Ten franchised train operators ran less than 90% of their vehicle kilometres operated three years ago

Passenger vehicle kilometres by operator, April to June 2022, and as a percentage of April to June 2019 (Table 1253)



6. Annexes

Annex 1 – Definitions

- **Passenger journeys** are estimated using ticket sales data. For the purpose of these statistics, where travel requires 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. Furthermore, the estimates in both this publication and in Regional rail usage do not account for split ticketing. This is where two or more tickets are purchased to complete a single journey. In such cases, each ticket is counted individually in the passenger journey statistics.

- **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 passenger trains. Empty coaching stock movements are included meaning that data for Lumo go back to May 2021 despite the operator commencing public services from 25 October 2021. Sourced from the Track Access Billing System (TABS) it includes train kilometres operated on Network Rail infrastructure and other railway networks including Core Valley Lines, HS1, and TfL infrastructure.

- **Passenger vehicle kilometres** refer to the number of vehicle kilometres (million) travelled by passenger vehicles. They are calculated on the same basis and using the same database (TABS) as passenger train kilometres. A train with a locomotive and four carriages travelling one kilometre will generate one train kilometre and five vehicle kilometres.

- 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. Some 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. Some CrossCountry services are also included.

- **Non-franchised (open access) operators** – licenced by the Office of Rail and Road to run services on specific routes. The datasets that accompany this publication contain data for such operators: **Grand Central**, **Heathrow Express**, **Hull Trains**, **Lumo** (began running services on 25 October 2021), and **Wrexham and Shropshire** (ceased trading 28 January 2011).

- **Ticket types:**

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

  - **Anytime/peak** (ordinary ticket) – fully flexible tickets that can be used on most trains and at most times. They are usually more expensive.

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

  - **Other** (ordinary ticket) – 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 pandemic necessitated the use of an alternative methodology for estimating

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

usage with season tickets between 1 April 2020 and 31 March 2021. 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.

Annex 2 – Quality and methodology

Primary data source – LENNON system

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 system. The statistics presented here use the post-allocation dataset within LENNON that distributes passenger journeys, kilometres and revenue to the train operators. 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. For further information on the limitations of the data and changes made to the methodology between April 2020 and March 2021 due to the pandemic, please see the Passenger rail usage quality and methodology report.

Other data sources

The passenger journey and kilometre data from LENNON are supplemented by data provided directly to the Office of Rail and Road from five train operators 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.

Actual passenger train and vehicle kilometre data are sourced from the Track Access Billing System (TABS). The data are provided by Network Rail.

Revisions

There have been revisions to previosuly published data:

- Table 1243 – the full time series of data for all traction passenger train kilometres has been revised. This is due to a change in methodology which now includes non-chargeable train kilometres and train kilometres operated away from Network Rail and Core Valley Lines infrastructure (e.g. trains kilometres operated on High Speed 1). This brings the passenger train kilometre dataset into line with the passenger journeys, kilometres and revenue datasets.

For annual increases of more than 50,000 train kilometres, the table below sets out the revisions to the dataset by train operator.

Operator	Period affected	Magnitude of change	Reason for change
Chiltern	Apr 2010 to Mar 2022	Between 537,000 and 773,000 more train kilometres per year.	Inclusion of train kilometres on London Underground infrastructure.
Great Western Railway	Apr 2010 to Mar 2011	1.25 million more train kilometres.	Inclusion of train kilometres on the Heathrow Branch. This included Airport Junction until 6 February 2011.
Great Western Railway	Apr 2018 to Mar 2019	1.55 million more train kilometres.	Revision to train kilometres on Network Rail infrastructure.
Heathrow Express	Apr 2010 to Mar 2022	Between 203,000 and 583,000 more train kilometres per year.	Inclusion of train kilometres on the Heathrow Branch.
London Overground	Apr 2010 to Mar 2022	Between 760,000 and 2.0 million more train kilometres per year.	Inclusion of train kilometres on Transport for London infrastructure.
Lumo	May 2021 to December 2021	171,000 train more kilometres.	Inclusion of test train kilometres operated before the TOC began public services on 25 October 2021.
South Western Railway	Apr 2012 to Mar 2022	Between 80,000 and 604,000 more train kilometres per year.	Inclusion of train kilometres on the Island Line and non-chargeable train kilometres.
Southeastern	Apr 2010 to Mar 2022	Between 3.4 million and 4.0 million more train kilometres per year.	Inclusion of train kilometres on HS1 and non-chargeable train kilometres.
TfL Rail or Elizabeth line	Apr 2018 to Mar 2021	Between 253,000 and 316,000 more train kilometres per year.	Inclusion of train kilometres on the Heathrow Branch and non-chargeable train kilometres.
TfL Rail or Elizabeth line	Apr 2021 to Mar 2022	1.74 million more train kilometres.	Inclusion of train kilometres on Elizabeth line, the Heathrow Branch and non-chargeable train kilometres.
TfW Rail	Apr 2020 to Mar 2022	Between 422,000 and 786,000 less train kilometres per year.	An error in the source data resulted in TfW Rail train kilometres on Core Valley Lines being overstated.

- A revision has also been made to the way the historic annual revenue figures are adjusted for inflation. Previously, they had been adjusted using the November CPI figures. To achieve a more representative adjustment, the inflation for the four quarters of each financial year have been averaged to estimate the annual inflation. This has resulted in historic annual figures changing by between an increase of 0.1% and a fall of 1.3%.

Details on previous 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.

How these statistics can and cannot be used

- Monitoring the number of quarterly passenger journeys and kilometres travelled by mainline rail in Great Britain
- Comparing passenger journeys and kilometres by sector, train operator, and ticket type
- Comparing passenger revenue by sector and ticket type
- Monitoring passenger train and vehicle kilometres by train operator

- Monitoring the number of annual journeys within and between Scotland, Wales and Regions of England (refer to Regional rail usage statistics)
- Monitoring the number of entries and exits or interchanges at individual stations (refer to Estimates of station usage)
- Exploring rail journey flows between origin and destination stations
- Comparing passenger revenue by train operator (refer to Rail industry finance)

Annex 3 – List of data tables associated with this release and other related statistics

Data tables

All data tables can be accessed on the 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 - annual – Table 1220
- Passenger journeys by sector - quarterly – Table 1221
- Passenger journeys by ticket type - quarterly – Table 1222
- Passenger journeys by operator - quarterly – Table 1223

Passenger kilometres

- Passenger kilometres - annual – Table 1230
- Passenger kilometres by sector - quarterly – Table 1231
- Passenger kilometres by ticket type - quarterly – Table 1232
- Passenger kilometres by operator - 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 and vehicle kilometres

- Passenger train kilometres by operator - quarterly – Table 1243
- Passenger vehicle kilometres by operator - quarterly – Table 1253

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.

DfT also publishes statistics on public transport including statistics on the usage of the Channel Tunnel.

For more information on the impacts of the pandemic 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)
- Public transport journeys by type of transport (Transport for London)

European comparisons

Comparisons with railways in the rest of Europe are available between January 2004 and September 2020 for passenger journeys. More recent data from other European countries are published in the IRG-Rail Tenth Annual Market Monitoring Report.

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, the 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 Persons Railcards (DPRC); Passenger assistance.**

All the above publications are available on the 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 our statistical releases were assessed in 2012 and hold National Statistics status. Since this 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 Office for Statistics Regulation (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 assessed 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 at dataportal.orr.gov.uk

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