Passenger rail usage
July to September 2022

15 December 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.

To account for **inflation**, historic quarterly revenue data have been adjusted to July to September 2022 prices using the Consumer Prices Index.

Latest quarter: 1 July to 30 September 2022

Contents:

Responsible Statistician:
T. Leveson Gower

Public Enquiries:
rail.stats@orr.gov.uk

Media Enquiries:

Tel: 07856 279808

Next publication:

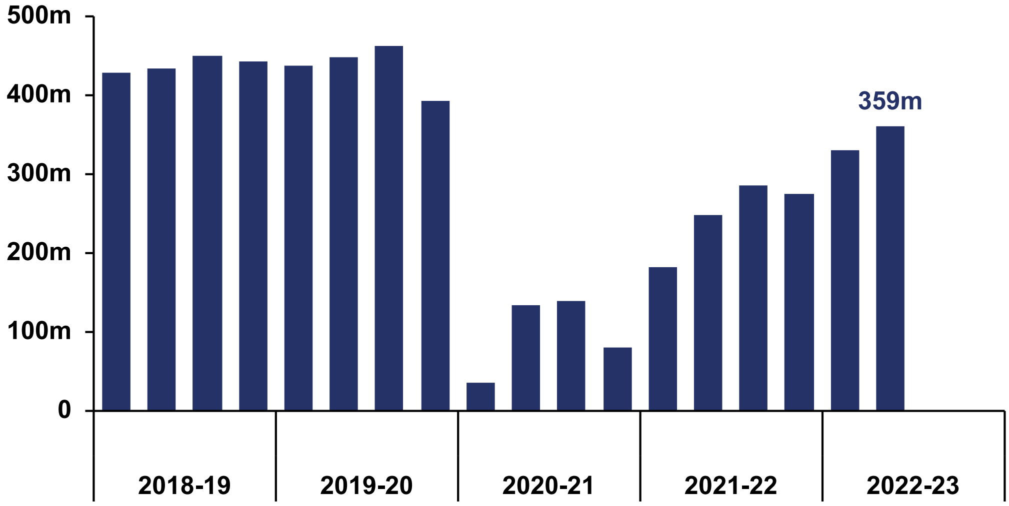
16 March 2023

A total of **359 million rail passenger journeys** were made in Great Britain in the latest quarter (1 July to 30 September 2022). This is 80.3% of the 448 million journeys in the same quarter three years ago (pre-pandemic). Strike action by the railway unions took place on five days in the latest quarter. In response, a reduced timetable was put in place on the strike days and on some of the days after.

There were **1.2 billion journeys made in the year** to 30 September 2022, nearly double the 649 million made in the previous 12 months.

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

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



A total of 13.7 billion **passenger kilometres** were travelled in the latest quarter. This is 77.4% of the 17.7 billion kilometres travelled in the same quarter three years ago.

Total **passenger revenue** was **£2.2 billion** in the latest quarter. This is 71.0% of the £3.1 billion three years ago (when adjusted for inflation).

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 July to 30 September 2019). This is to provide an assessment of the level of rail usage relative to that before the pandemic.

The Department for Transport (DfT) publishes daily statistics on transport use by mode compared with the equivalent week in 2019. Please note, on 22 November 2022 these estimates were revised, switching from using pre-allocation (sales) data to using post-allocation (earnings) data. These revisions are reflected in this release and bring DfT data into line with the methodology used in this publication.

According to DfT's estimates, in the first week of May 2020 (during the pandemic) passenger usage reached as low as 5% of the equivalent weekly levels in 2019. Since then, passenger usage has recovered. At the start of the **latest quarter** (1 July 2022 to 30 September 2022) passenger usage was at 81% of equivalent weekly levels in 2019. Relative weekly usage reached a low of 61% for the seven days ending 21 August due to the strike action that week. The seven days ending on 29 August 2022 reached a high of 93% of equivalent weekly levels in 2019. These figures broadly correspond to the overall estimate of relative usage between 1 July to 30 September made in this release (80.3%).

Further context for these statistics

Strike action

In the latest quarter, strike action by the RMT union took place on 27 July, 18 August, and 20 August. In response a reduced timetable was put in place on the strike days with services reduced by 80% on 27 July and 18 August and by 79% on 20 August. Services were also reduced by around 20% on 28 July and 19 August.

Strike action by the ASLEF union on 30 July and 13 August affected ten operators: Avanti West Coast (13 August only), CrossCountry (13 August only), Greater Anglia (also 23 July), Great Western Railway, Heathrow Express, Hull Trains (also 16 and 23 July), London North Eastern Railway, London Overground, Southeastern, and West Midlands Trains. Services at the affected operators were reduced by 93% on 30 July and 94% on 13 August.

Estimates of the reduction in trains planned on strikes days and other days during the quarter due to major events (e.g. extreme heat) are shown in Passenger rail performance statistical release.

Split ticketing

As the number of passenger journeys are primarily based on ticket sales, there are a number of limitations that users should be aware of, see Annex 1 of this statistical release and the associated Quality and Methodology report for more information. In particular, some train operators' journeys may be overestimated due to the impact of passengers buying 'split tickets' (this is where a passenger completes a single journey using two or more tickets). Rail Delivery Group (RDG) estimate that overall, split tickets accounted for around 6% of passenger journeys between April 2021 and March 2022. We are working with RDG to improve our published estimates of passenger journeys by incorporating an adjustment for split ticketing more accurately reflect the actual number of journeys made.

This publication compares usage in the latest quarter (1 July to 30 September 2022) to usage in the equivalent quarter before the pandemic (1 July to 30 September 2019). The extent to which split ticketing affects rail usage statistics has increased during this time. Therefore, it may be that the recovery of journeys relative to before the pandemic is overstated. Conversely, it is likely that split ticketing has suppressed the recovery in revenue. However, passenger kilometres are not affected by trends in split ticketing.

Passenger journeys by sector and operator

The London and South East sector recorded 252 million journeys between 1 July to 30 September 2022. This gives a relative usage of 82.3% of the 307 million journeys in the same quarter three years ago. A total of 44 million journeys were made in the latest quarter on the Elizabeth line, making it the operator with the second highest number of journeys. 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.

The Long Distance sector recorded 30 million journeys in the latest quarter, giving it a relative usage of 82.1% compared with the same quarter three years ago. With a relative usage of 105.7%, London North Eastern Railway recorded more journeys this quarter than before the pandemic. The Regional sector recorded 75 million journeys, which is 73.3% of the 102 million journeys recorded three years ago. At 63.8%, TransPennine Express was the operator with the lowest relative usage.

Figure 1.1 Relative usage compared with three years ago ranged from 107.9% for Grand Central to 63.8% for TransPennine Express

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

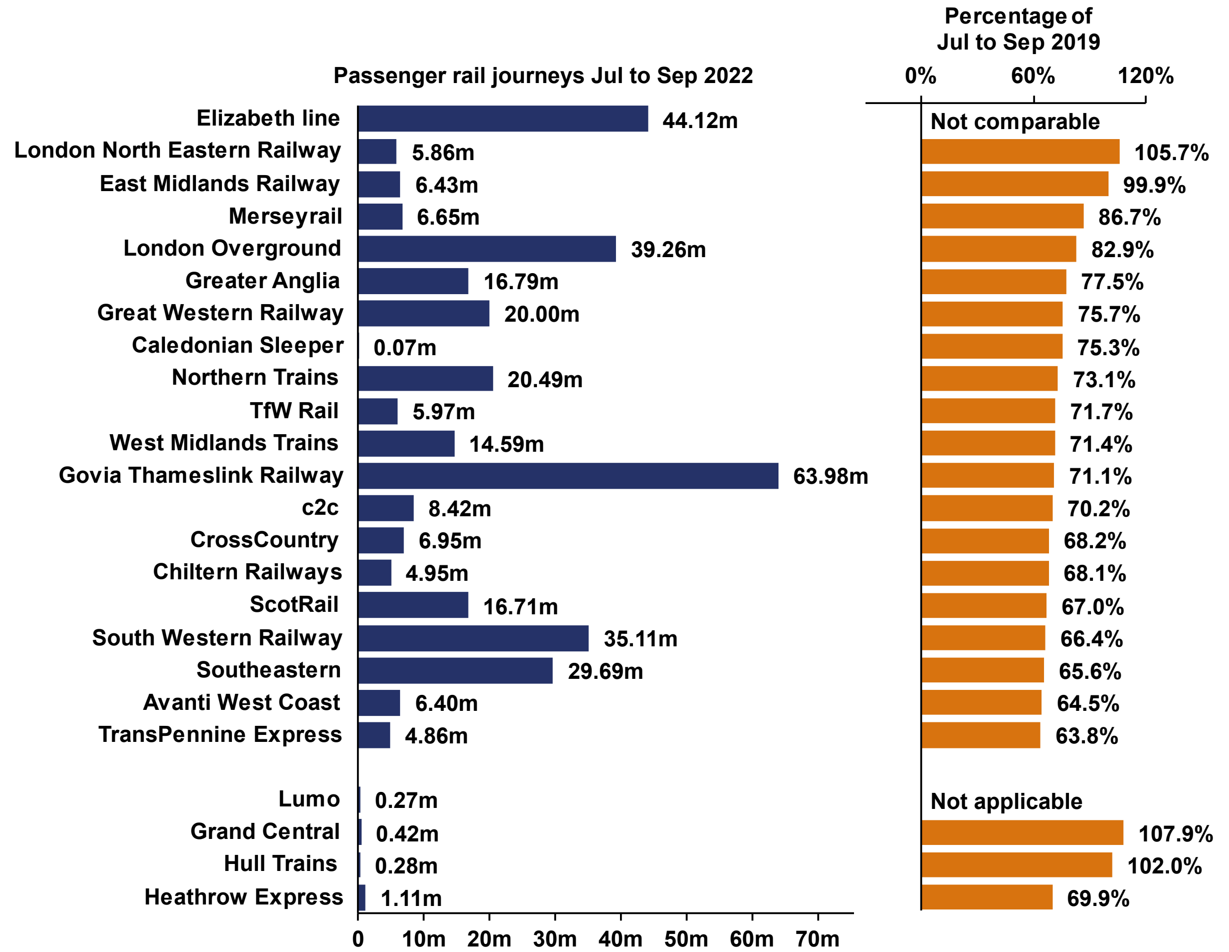
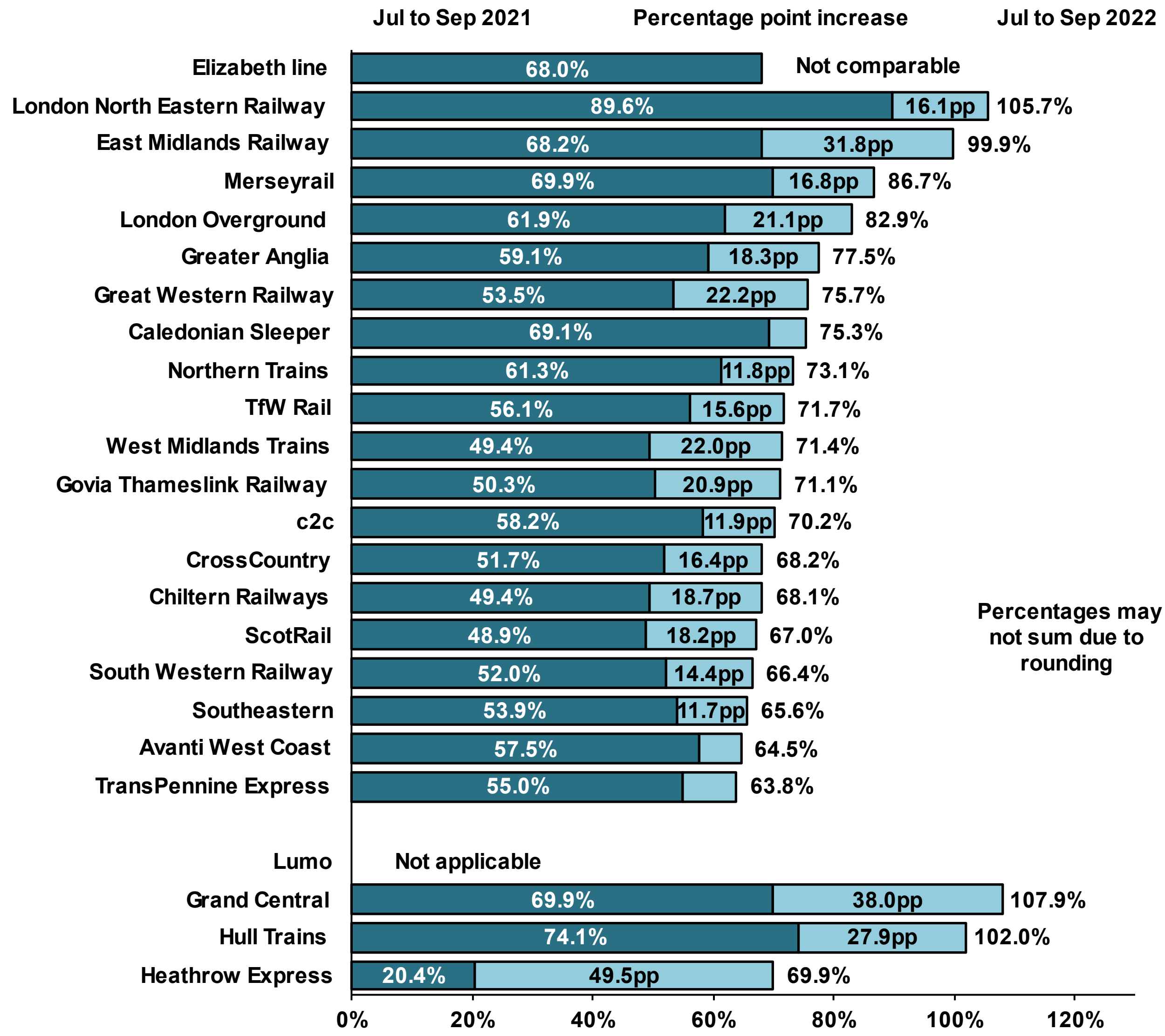


Figure 1.2 shows July to September quarterly usage in 2021 and 2022 as a percentage of usage between July to September 2019. Heathrow Express recorded the largest percentage point increase in relative usage compared with a year ago at 49.5pp. Nevertheless, their relative usage of 69.9% this quarter was lower than the 83.3% recorded between April and June 2022.

Of the franchised operators, East Midlands Railway (31.8pp) recorded the largest increases in relative usage compared with the same time last year. The smallest increase in relative usage was recorded by Caledonian Sleeper (6.2pp). Avanti West Coast recorded a relative usage of 64.5% this quarter. Whilst this was up 7.0pp compared with a year ago, it was down 9.3pp compared with April to June 2022.

Figure 1.2 The increase in relative usage compared with a year ago ranged from 49.5pp for Heathrow Express to 6.2pp for Caledonian Sleeper

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



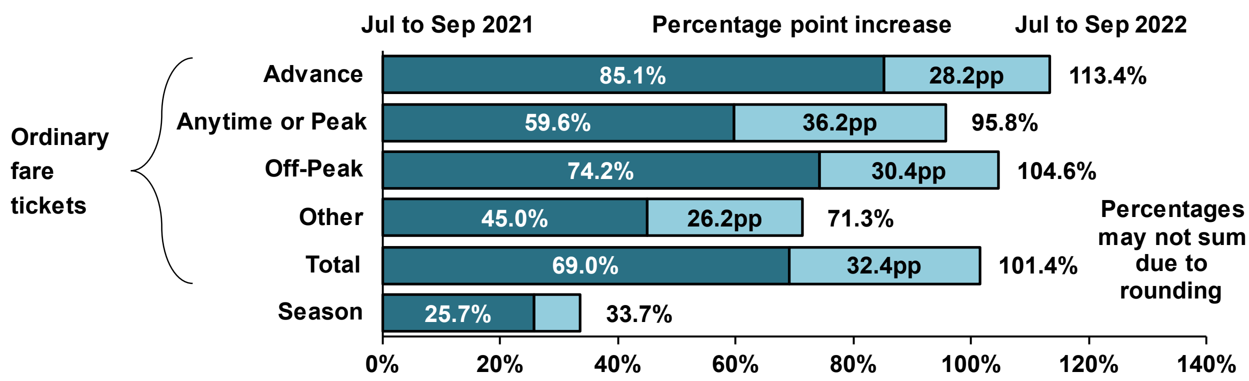
Franchised passenger journeys by ticket type

There were 47 million franchised passenger journeys made using season tickets in the latest quarter. This is equivalent to 33.7% of the 139 million journeys made in the same quarter three years ago and represents a 7.9pp increase in relative usage on a year ago. By contrast, there were more journeys made using ordinary fare tickets this quarter compared with three years ago. Relative usage with ordinary fare tickets reached 101.4% this quarter, which was up 32.4pp compared with a year ago.

RDG reported that [leisure travel had returned more strongly than commuting] as of October 2021. This is likely to go some way to explaining the differences seen between usage with season tickets and usage with ordinary fare tickets. However, changing commuting patterns have also contributed to the difference. Commuters switching to daily tickets will have aided the recovery of journeys made using ordinary fare tickets.

Figure 1.3 The increase in relative usage was greatest for anytime or peak ticket journeys

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



Season tickets accounted for 13.1% of journeys made between 1 July and 30 September 2022. This was less than half of the 31.3% recorded three years ago.

Table 1.1 Season tickets accounted for 13.1% of franchised journeys made in the latest quarter

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

Ticket Type	1 July to 30 September 2019	1 July to 30 September 2020	1 July to 30 September 2021	1 July to 30 September 2022
Ordinary	68.7%	84.0%	85.5%	86.9%
Season	31.3%	16.0%	14.5%	13.1%

2. Passenger kilometres

Passenger kilometres by sector and operator

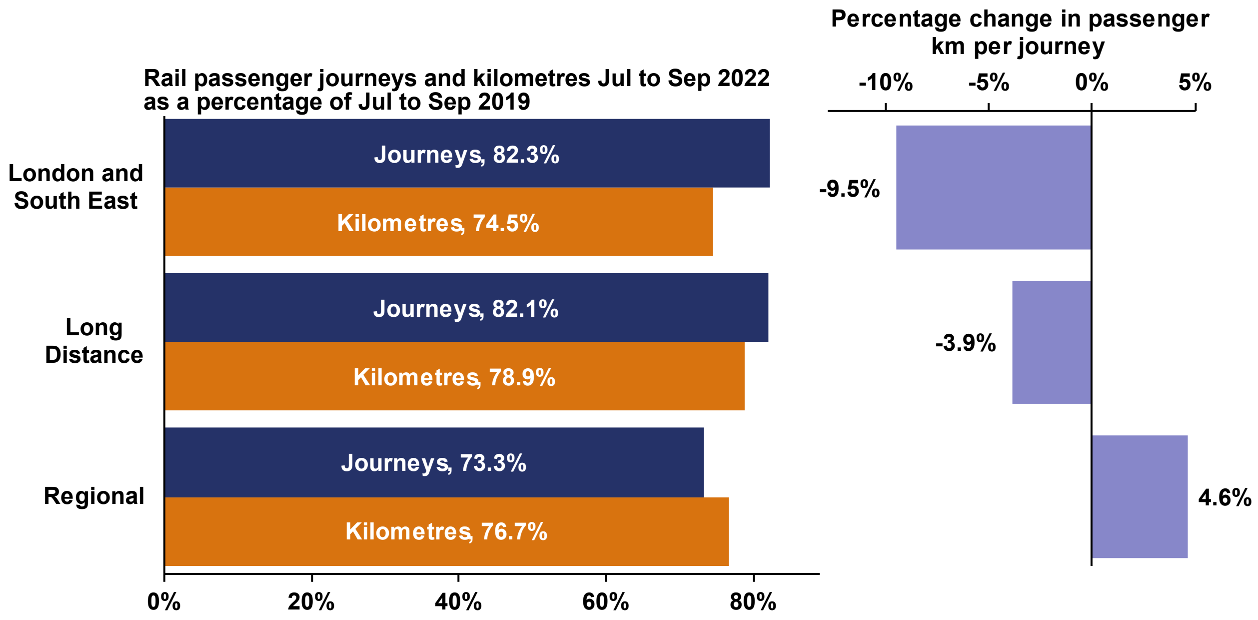
A total of 13.7 billion passenger kilometres were recorded in Great Britain between 1 July and 30 September 2022. This equates to 77.4% of the 17.7 billion kilometres in the same quarter three years ago. Passenger kilometres per journey were 38.1 in the latest quarter, a decrease from 39.6 three years ago.

The London and South East sector recorded 6.0 billion kilometres in the latest quarter, which equates to 74.5% of the 8.0 billion kilometres recorded three years ago. The Long Distance sector had 4.6 billion kilometres in the latest quarter (78.9% of the 5.9 billion three years ago), while the Regional sector recorded 2.8 billion kilometres in the latest quarter (76.7% of the 3.6 billion kilometres three years ago).

In the London and South East sector there were relatively more passenger journeys (82.3% of three years ago) than kilometres (74.5%) in the latest quarter. Consequently, passenger kilometres per journey in the sector fell from 26.1 in July to September 2019 to 23.6 in July to September 2022, a fall of 9.5%. The Long Distance sector (down 3.9%) also recorded shorter journeys, while the Regional sector (up 4.6%) recorded longer average journey lengths in the latest quarter compared with three years ago.

Figure 2.1 Average journey lengths in the London and South East sector were 9.5% shorter in the latest quarter compared with three years ago

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

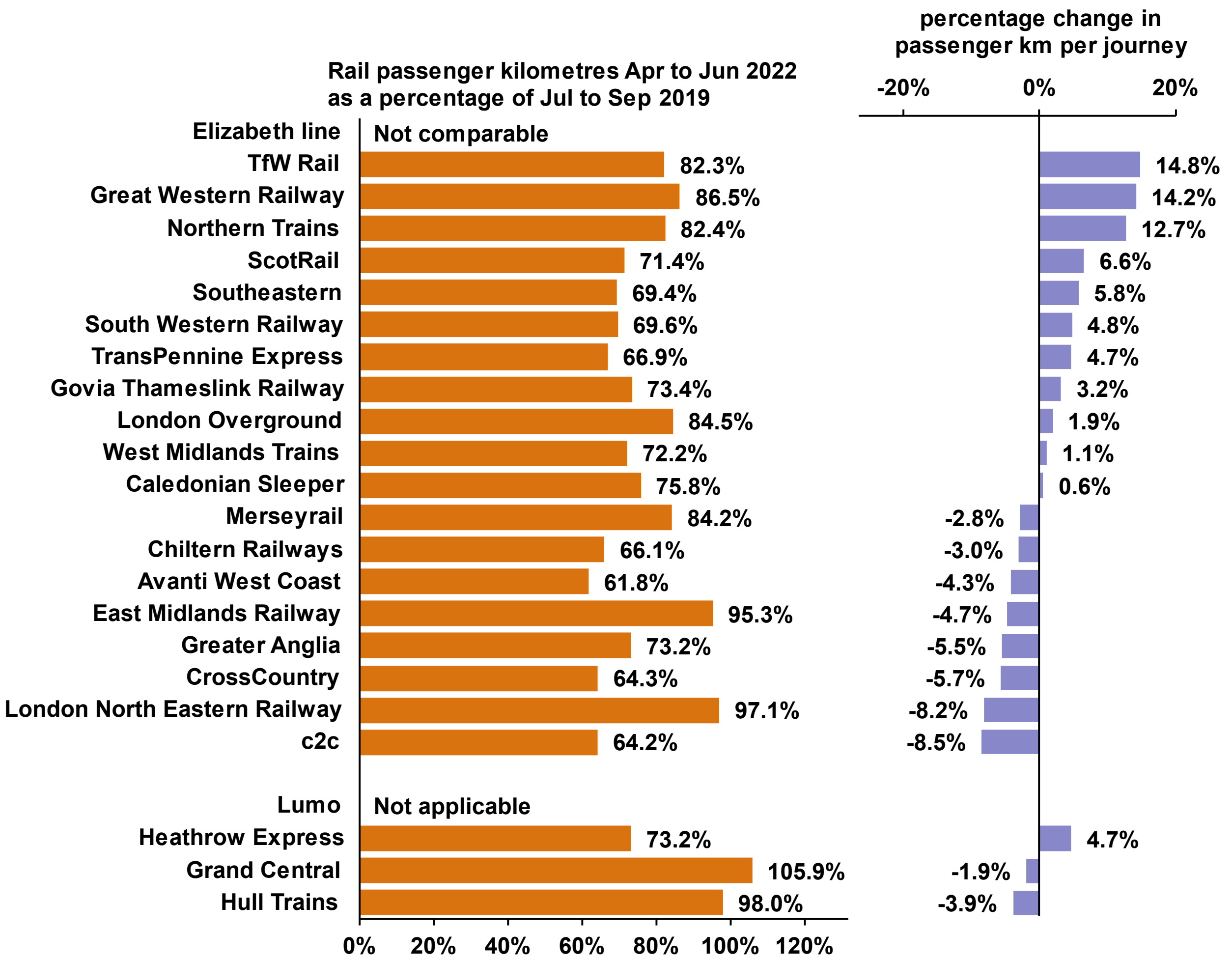


At 97.1%, London North Eastern Railway recorded the highest relative usage for franchised passenger kilometres in the latest quarter. However, this is over 8pp below their relative usage as measured by passenger journeys (see Figure 1.1 above). This may reflect in part an increase in split ticketing use with this operator. Avanti West Coast recorded the lowest relative usage of the operators at 61.8% of the passenger kilometres travelled three years ago.

Eleven franchised operators recorded a longer average journey length in the latest quarter compared with three years ago. TfW Rail recorded the largest increase at 14.8%. Great Western Railway (14.2%) and Northern Trains (up 12.7%) 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 8.5% shorter than that recorded three years ago.

Figure 2.2 Average journey lengths were longer in the latest quarter compared with three years ago for eleven franchised operators

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



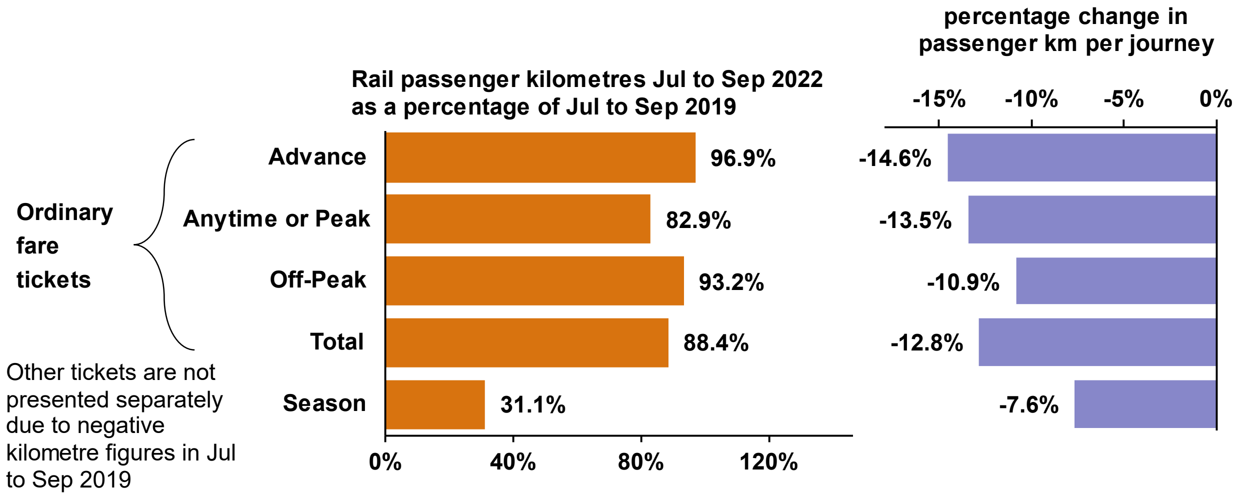
Passenger kilometres by ticket type

There were 13.4 billion franchised passenger kilometres travelled between 1 July to 30 September 2022. This is equivalent to 76.4% of the 17.5 billion kilometres travelled in the same quarter three years ago. Advance tickets (96.9%) recorded the highest usage relative to three years ago. This was followed by off-peak tickets (93.2%), anytime or peak tickets (82.9%) and season tickets (31.1%).

Franchised passenger journeys in the latest quarter were, on average, 37.4 kilometres in length. This is down 4.7% on the 39.3 kilometres recorded three years ago. At 14.6%, advance tickets recorded the largest fall in average journey length in the latest quarter compared with three years ago. This was followed by anytime or peak tickets (down 13.5%), off-peak tickets (down 10.9%) and season tickets (down 7.6%).

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, July to September 2022 as a percentage of July to September 2019, and percentage change in passenger kilometres per journey (Tables 1222 and 1232)



3. Passenger revenue

Passenger revenue by sector

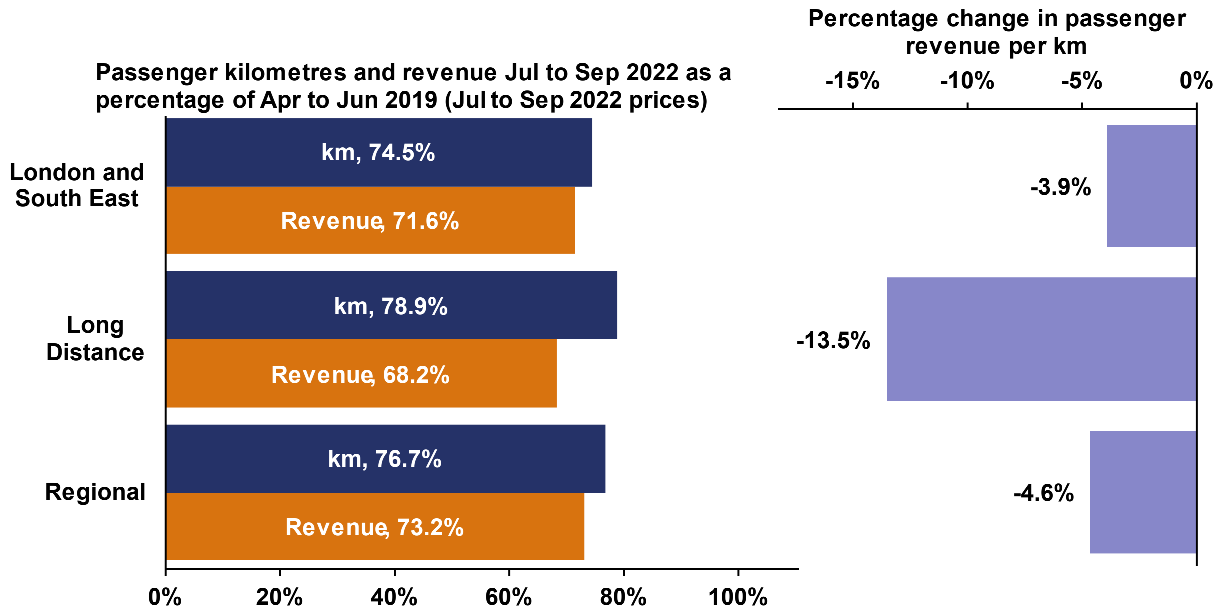
To account for inflation, historic data has been adjusted to prices for the quarter, July to September 2022, using the average quarter on quarter Consumer Price Index (CPI) for the year. For further information see the [quality and methodology report]().

Total passenger revenue in Great Britain between 1 July to 30 September 2022 was £2.2 billion. This equates to 71.0% of the £3.1 billion in the same quarter three years ago (when adjusted for inflation).

Franchised passenger revenue per journey was £6.03 in the latest quarter. This is down 11.9% compared with three years ago. Franchised passenger revenue per kilometre was 16.1p in the latest quarter, which was down 7.5% compared with three years ago. The Regional sector generated 13.0p for every passenger kilometre in the latest quarter. This was down 4.6% compared with three years ago. The London and South East sector recorded 18.1p per passenger kilometre in the latest quarter. This was down 3.9% compared with three years ago. The Long Distance sector generated 15.4p per passenger kilometre in the latest quarter, down 13.5% compared with three years ago. This may be due in part to an increase in split ticketing.

Figure 3.1 Average revenue per passenger kilometre in the Long Distance sector was 13.5% less in the latest quarter than it was three years ago

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



Passenger revenue by ticket type

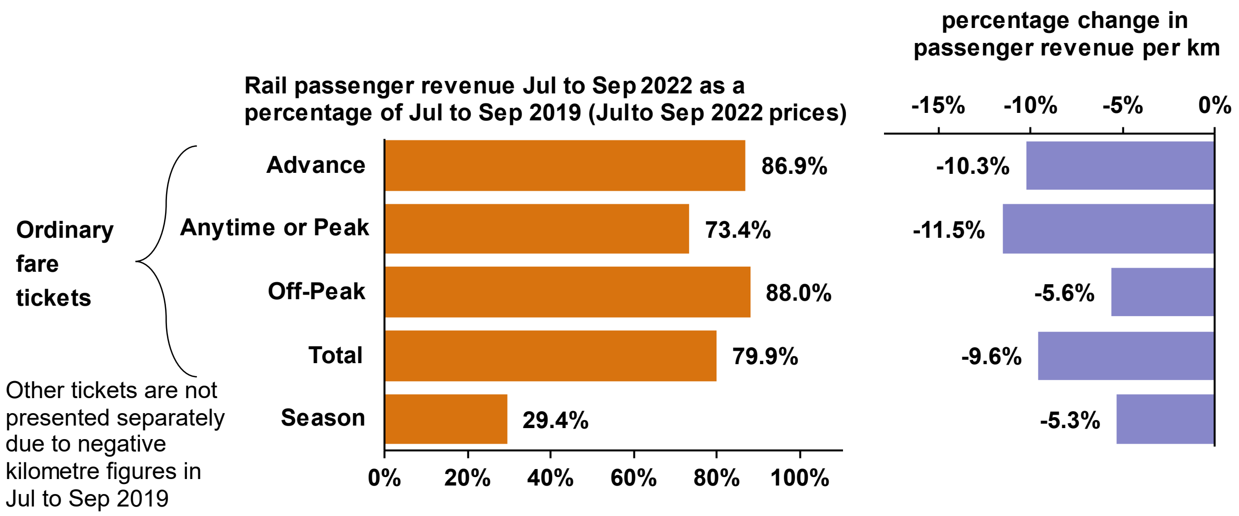
Ordinary tickets accounted for £2.0 billion of franchised passenger revenue between 1 July and 30 September 2022. This equates to 79.9% of the £2.5 billion generated by such tickets in the same quarter three years ago (when using 1 July to 30 September 2022 prices). Season tickets accounted for £164 million of franchised passenger revenue in the latest quarter. This equates to 29.4% of the £556 million earned three years ago.

Season tickets generated 14.4p per passenger kilometre in the latest quarter, which was down 5.3% on the 15.2p recorded three years ago. Off-peak tickets generated 5.6% less revenue per passenger kilometre in the latest quarter compared with three years ago.

Anytime or peak tickets and advance tickets continue to generate substantially less revenue per franchised passenger kilometre compared with before the pandemic. Advance tickets generated 10.3% less revenue per passenger kilometre in the latest quarter compared with three years ago. Anytime or peak tickets recorded 11.5% 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, July to September 2022 as a percentage of July to September 2019 (July to September 2022 prices), and percentage change in passenger kilometres per journey (Tables 1232 and 1212)



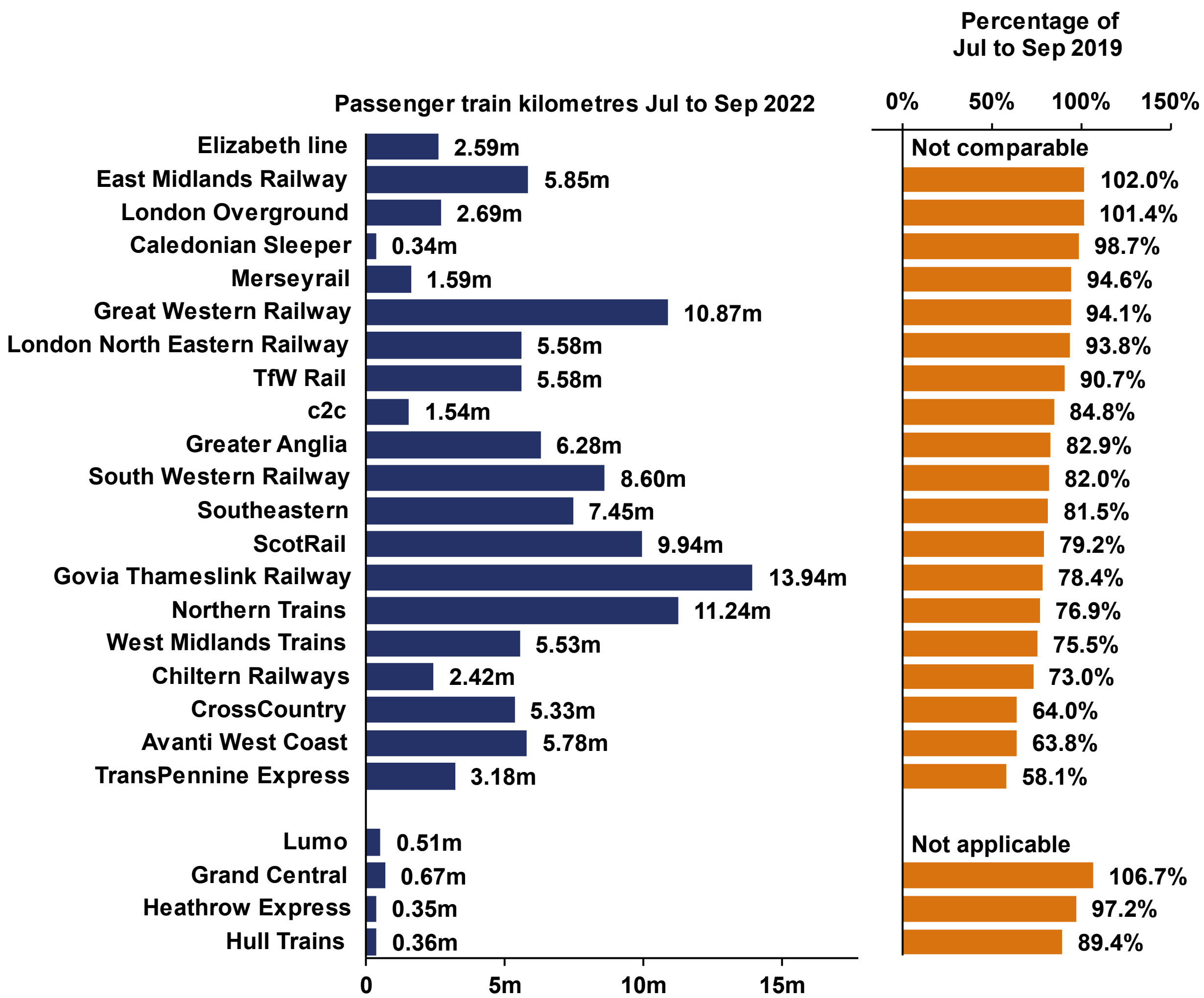
4. Passenger train kilometres

A total of 118 million passenger train kilometres were operated between 1 July and 30 September 2022. This equates to 82.0% of the train kilometres operated in the same quarter three years ago. The Elizabeth line recorded 2.6 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.

Of the franchised operators, East Midlands Railway (102.0%) and London Overground (101.4%) ran more train kilometres this quarter than in the same quarter three years ago. TransPennine Express (58.1%), Avanti West Coast (63.8%) and CrossCountry (64.0%) had the lowest rates of train kilometres operated compared with three years ago.

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

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



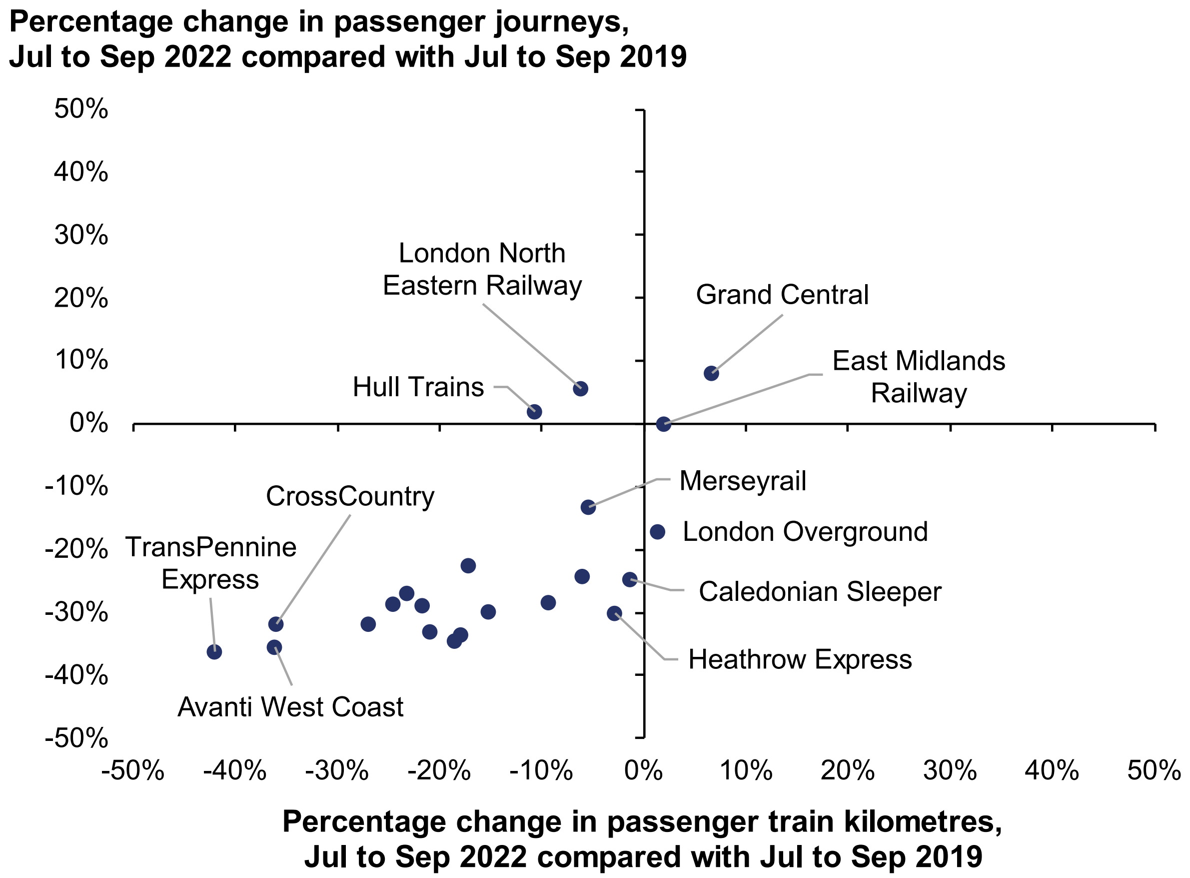
Change in passenger journeys and change in passenger train kilometres by operator

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 at least 89% of 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 Elizabeth line), July to September 2022 compared with July to September 2019 (Table 1223 and Table 1243)

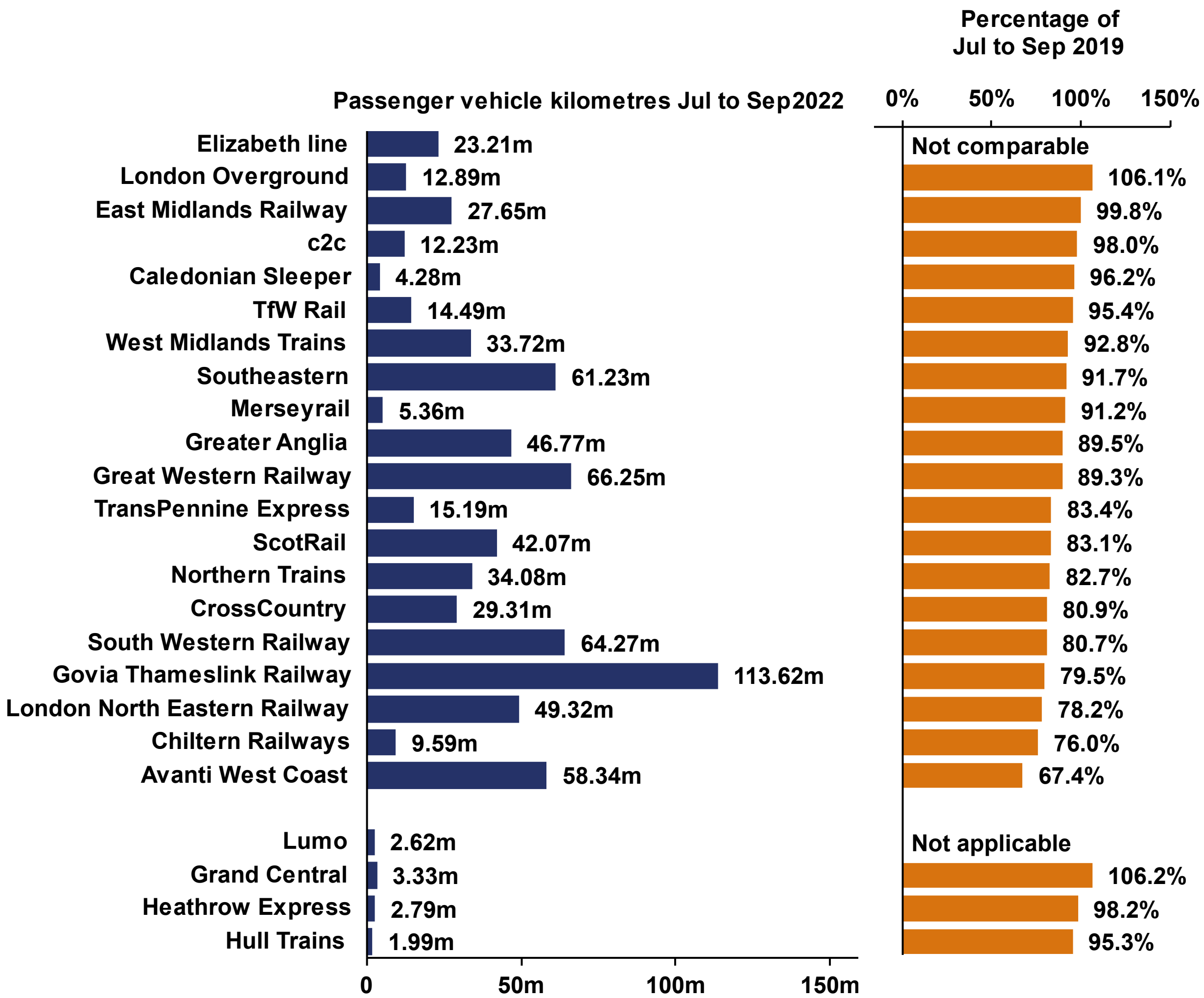


5. Passenger vehicle kilometres

A total of 735 million passenger vehicle kilometres[1] were operated between 1 July and 30 September 2022. This equates to 85.9% of the vehicle kilometres operated in the same quarter three years ago and is nearly 4pp 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 Eleven franchised train operators ran less than 90% of their vehicle kilometres operated three years ago

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



[1] A train with a locomotive and four carriages travelling one kilometre will generate one train kilometre and five vehicle kilometres.

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[2] 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 or 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 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 usage with season tickets between 1 April 2020 and 31 March 2021. This is described on the next page.

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

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.

TfL Freedom Pass

Usage for operators in the London and South East sector includes an estimate for travel with the TfL Freedom Pass. The estimates for usage during the current financial year (April 2022 to March 2023) are affected by the lower levels of usage seen during the pandemic. Consequently, estimates of passenger journeys and kilometres in the London and South East sector are likely to be understated by around 1%.

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 previously published data:

- Tables 1210, 1221, 1222, 1223: For April to June 2022, franchised passenger journeys have been revised down by 1.7 million. This is due to London Overground providing revised data for the quarter.
- Tables 1210, 1231, 1232, 1233: For April to June 2022, franchised passenger kilometres have been revised down by 11.8 million. This is due to London Overground providing revised data for the quarter.

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 eight 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 five annual publications: **Common Safety Indicators; Passenger satisfaction with complaints handling; Train operating company key statistics; Occupational health**; **Rail statistics compendium**; and four quarterly publications: **Signals passed at danger (SPADS); Delay compensation claims; Disabled Person's 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