

Rail delay compensation claims

Rail periods 11 to 13

8 January to 31 March 2023

29 June 2023

Background:

This factsheet contains information on **delay compensation claims** made by passengers on rail services in Great Britain.

These statistics contain: delay compensation **claim volumes** (received and closed per rail period), the **response rate** of those claims closed and the volume of those claims closed which were **approved**.

Source: Train operators

Latest periods: Rail periods 11 to 13 (8 January 2023 to 31 March 2023).

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TBC

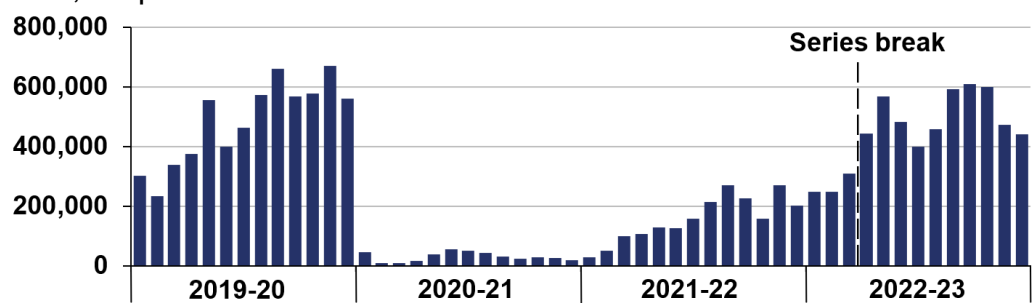
There were **5.9 million delay compensation claims closed** by train operators in the latest year (1 April 2022 to 31 March 2023), more than double (up 189%) the claims closed in the previous year. In the last three rail periods of the year (periods 11 to 13) there were **1.5 million delay compensation claims closed** by train operators, more than double (up 141%) the number closed in the same rail periods in the previous year.

In the latest year (April 2022 to March 2023), [passenger journeys](#) increased by 46% compared with the previous year. There was a deterioration in train [punctuality and reliability](#) and subsequently an increase in the volume of delay compensation claims.

Strike action affected large parts of the network throughout the year. In response, a reduced timetable was put in place on the strike days and for some of the days after. Some operators have included season ticket compensation for strike days in their data (see page 14).

Figure 1 Delay compensation claims closed have increased since April 2022

Volume of delay compensation claims closed, Great Britain, periodic data, 1 April 2019 to 31 March 2023



Overall, **97.1% of delay compensation claims were closed within 20 working days** in the latest year (April 2022 to March 2023), down 1.8 percentage point (pp) from the previous year. **79.1% of claims closed were approved** (up 1.7pp from the previous year).

A data table, a quality and methodology report and an interactive dashboard associated with this factsheet are published on the [delay compensation claims page](#) of the data portal. Key definitions are in annex 1 of this factsheet.

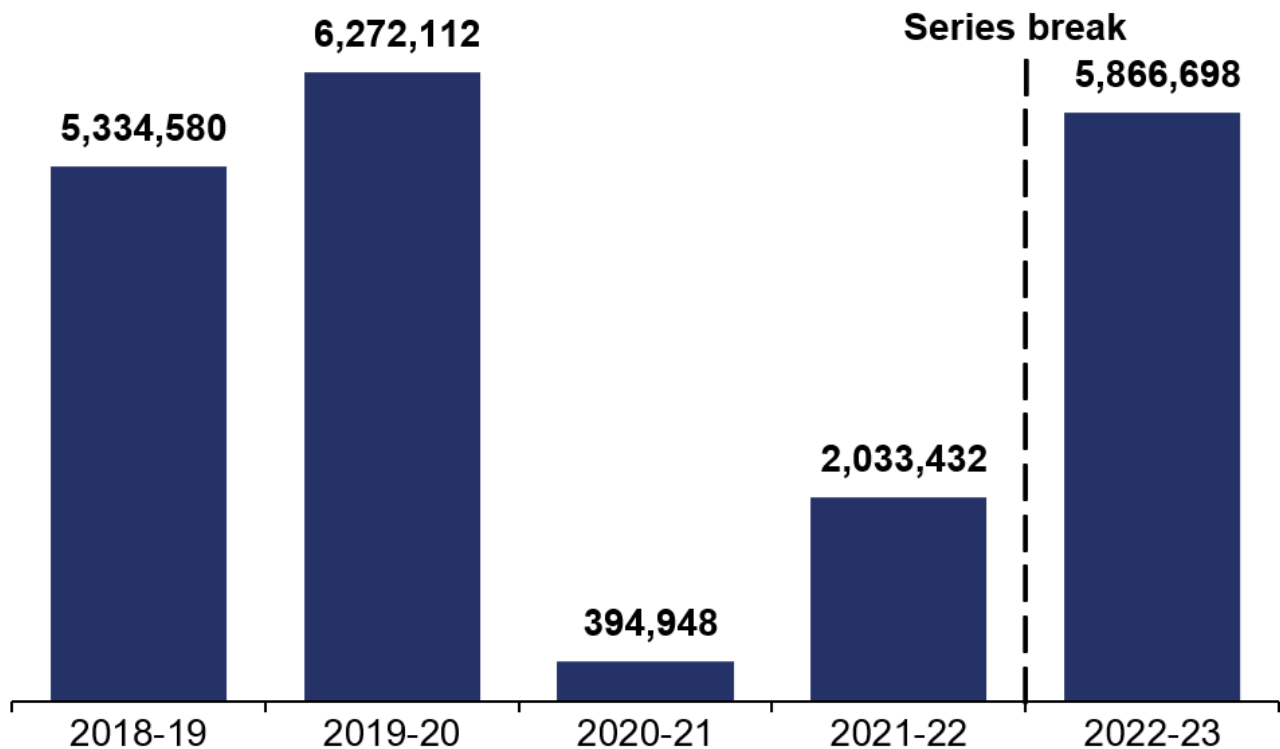
1. Delay compensation claim volumes

April 2022 to March 2023 annual

Overall, there were 5,866,698 delay compensation claims closed in the latest year (1 April 2022 to 31 March 2023). This is more than double (up 189%) the number of claims closed in the previous year.

Figure 1.1 The volume of delay compensation claims more than doubled compared with the previous year

Volume of delay compensation claims closed, Great Britain, annual data, April 2018 to March 2023 (Table 4410)



Note: Strike action affected large parts of the network throughout the year. In response, a reduced timetable was put in place on the strike days and for some of the days after. Some operators have included season ticket compensation for strike days in their data (see page 14).

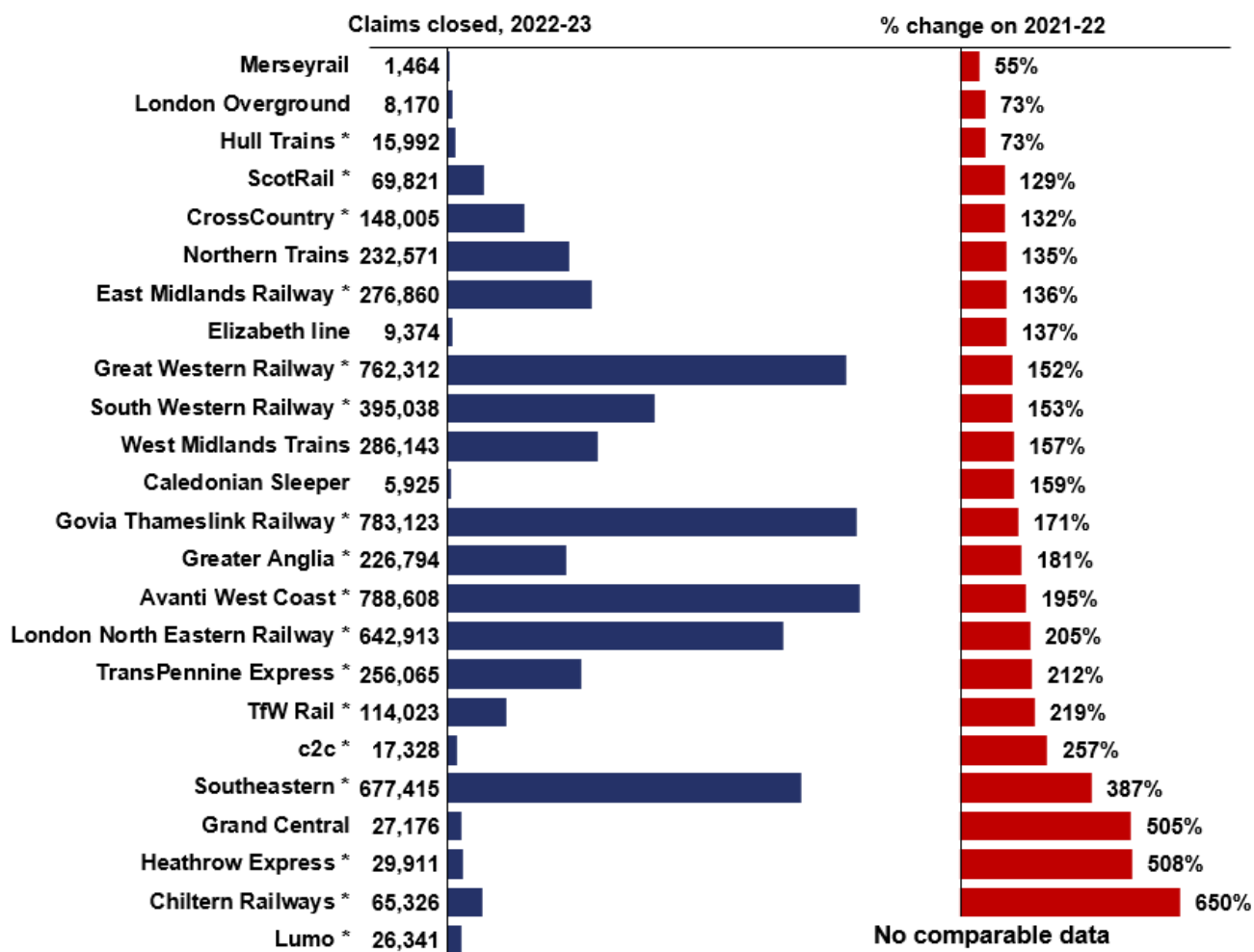
Comparisons between individual train operators over this period should be treated with caution. Increased passenger usage in the latest year have resulted in some large percentage increases in delay compensation claims. Note that the 17 operators marked with an asterisk in the chart below have included season ticket compensation for strike days in their data.

Every operator saw a substantial increase in the number of delay compensation claims closed between April 2022 and March 2023 compared with the previous year. Chiltern Railways had the largest increase, with the number of claims closed more than seven times (up 650%) higher than the previous year. Heathrow Express (up 508%) and Grand Central (up 505%) closed more than six times the number of claims they closed in the previous year.

Lumo began running services on 25 October 2021, which is why no comparison is possible with previous years for that operator.

Figure 1.2 The volume of delay compensation claims increased for all train operators compared with the previous year

Volume of delay compensation claims closed by operator, Great Britain, annual data, April 2022 to March 2023 and change compared with previous year (Table 4410)



Notes:

- 1) Comparisons between train operators should be treated with caution as the number of train journeys varies and operators run different schemes.
- 2) Since April 2020, data for the Elizabeth line and London Overground has not included paper tickets and some smartcard claims (ITSO tickets). The missing ticket types account for approximately 5% of their journeys. Therefore, please treat these data with caution. We are working with these operators to improve the completeness of their data.
- 3) Operators marked with an asterisk have included season ticket compensation for strike days in their data.

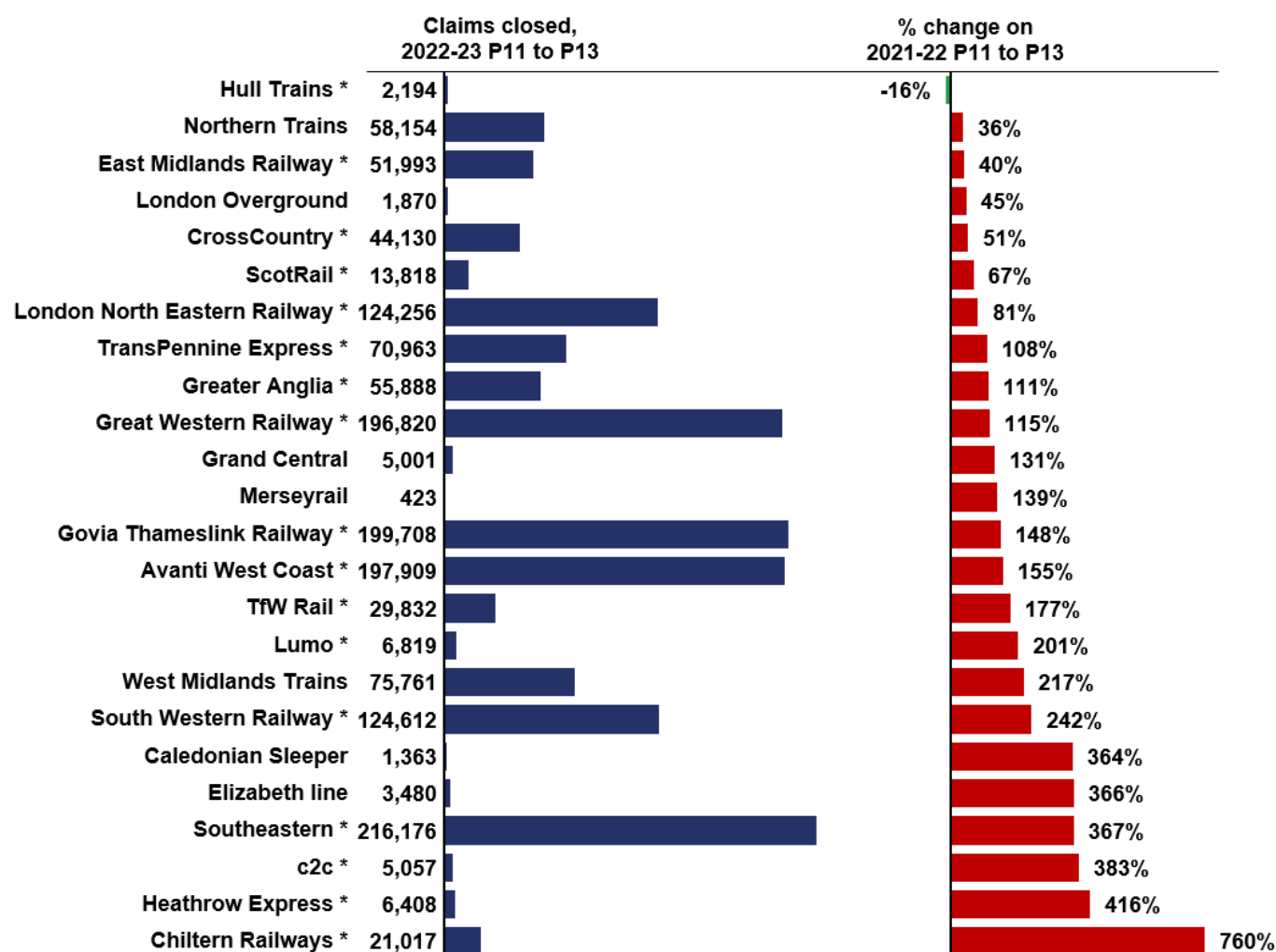
Rail Periods 11 to 13 (8 January to 31 March 2023)

There were 1,513,652 delay compensation claims closed by train operators during rail periods 11 to 13 (8 January 2023 to 31 March 2023). This is more than double (up 141%) higher than the same rail periods in the previous year (628,270).

As with the annual data, increased passenger usage and, for some operators, the inclusion of strike day compensation contributed to the increases in delay compensation claims. For example, claims closed for Chiltern Railways (21,017) were more than eight times (up 760%) higher compared with the same rail periods in the previous year (2,443).

Figure 1.3 The volume of delay compensation claims increased for all train operators compared with the previous year

Volume of delay compensation claims closed by operator, rail periods 11 to 13 and change compared with the same rail periods in the previous year (Table 4410)



Notes:

- 1) Comparisons between train operators should be treated with caution as the number of train journeys varies and operators run different schemes.
- 2) See footnote on page 4 for more information on the Elizabeth line and London Overground.
- 3) Operators marked with an asterisk have included season ticket compensation for strike days in their data.

Rail delay compensation claims, rail periods 11 to 13 (8 January 2023 to 31 March 2023)

2. Delay compensation claim response rates

April 2022 to March 2023 annual

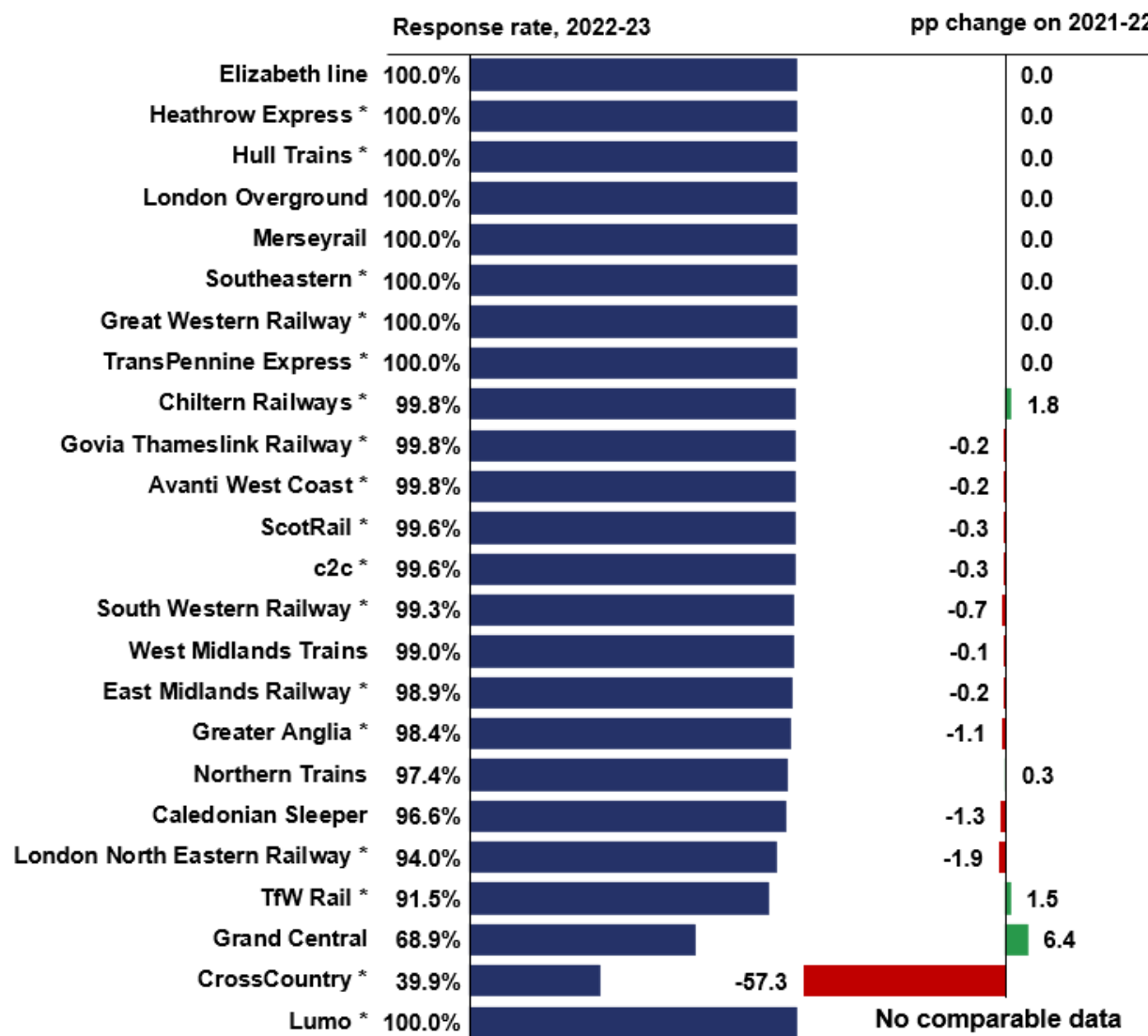
Overall, 97.1% of delay compensation claims were closed within 20 working days in the latest year (1 April 2022 to 31 March 2023). This is down 1.8pp compared with the previous year.

In the latest year, 11 train operators reported a decline in their 20 working day response rate compared with the previous year. CrossCountry had the largest decrease (down 57.3pp) and had the lowest rate of all operators at 39.9%.

Lumo began running services on 25 October 2021, which is why no comparison is possible with previous years for that operator.

Figure 2.1 Twenty out of 24 train operators closed at least 95% of delay compensation claims within 20 working days

Delay compensation claim response rates within 20 working days by operator, April 2022 to March 2023 and change compared with previous year (Table 4410)



Notes:

- 1) See footnote on page 4 for more information on the Elizabeth line and London Overground
- 2) Operators marked with an asterisk have included season ticket compensation for strike days in their data.

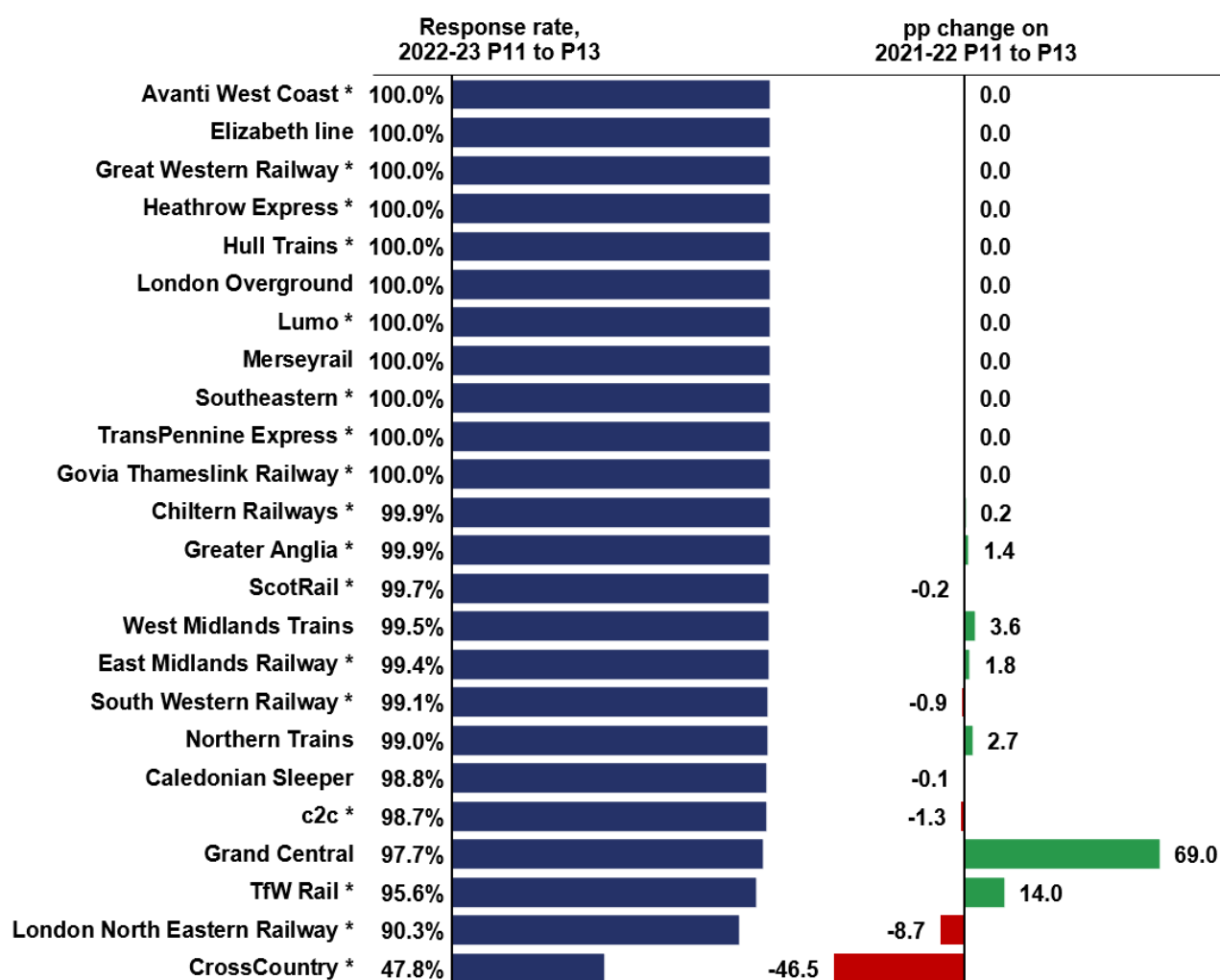
Rail Periods 11 to 13 (9 January to 31 March 2023)

Overall, 97.4% of delay compensation claims were closed within 20 working days during rail periods 11 to 13. This is down from 98.4% in the same rail periods the previous year.

In rail periods 11 to 13, response rates decreased for six operators and increased for seven operators compared to the previous year. CrossCountry had the largest decrease (down 46.5pp) whilst Grand Central had the largest increase (up 69.0pp).

Figure 2.2 Two operators did not close at least 95% of delay compensation claims within 20 working days

Delay compensation claim response rates within 20 working days by operator, rail periods 11 to 13 and change compared with the same rail periods in the previous year (Table 4410)



Notes:

- 1) See footnote on page 4 for more information on the Elizabeth line and London Overground
- 2) Operators marked with an asterisk have included season ticket compensation for strike days in their data.

3. Delay compensation claim approval rates

April 2022 to March 2023 annual

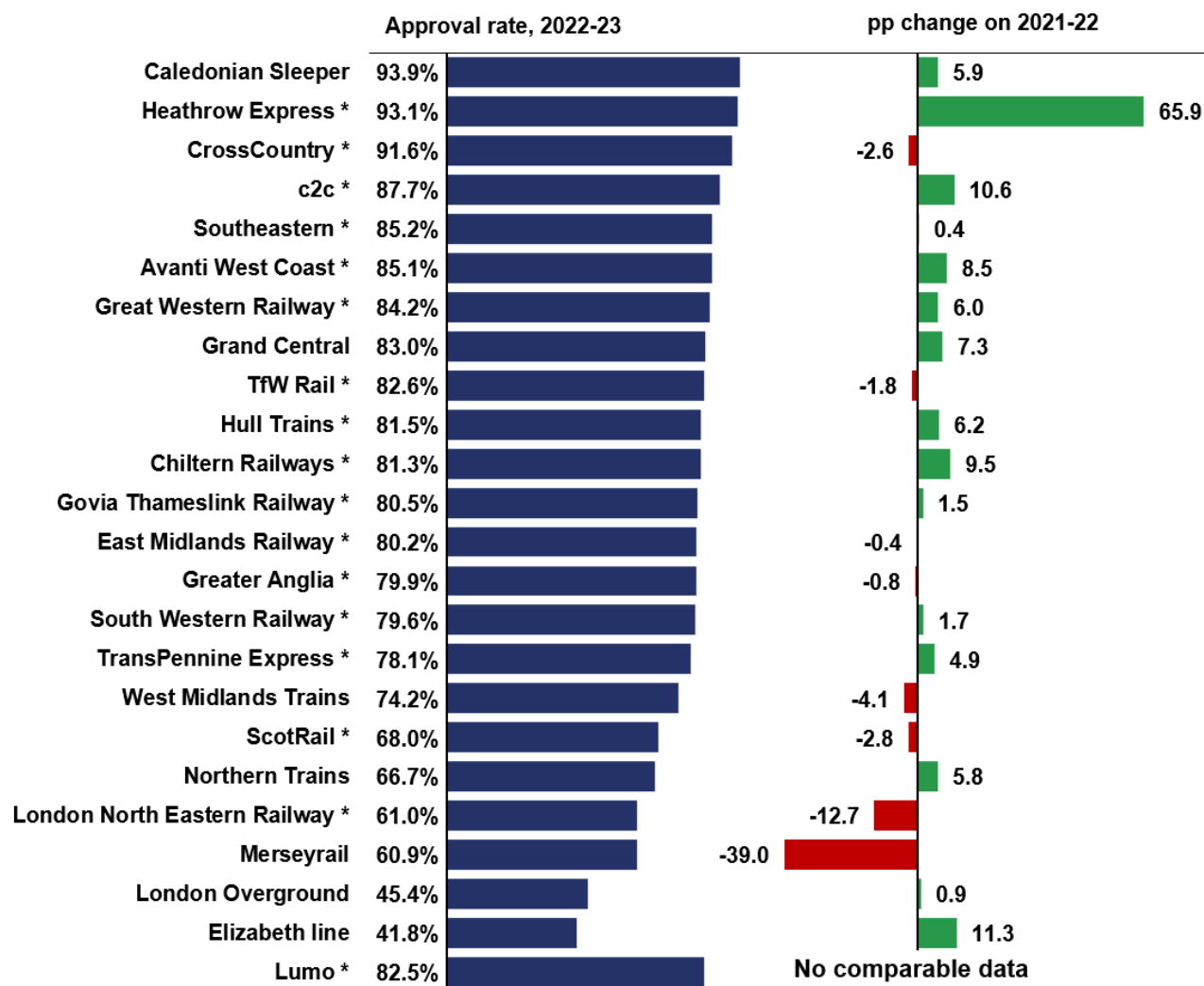
Overall, 79.1% of delay compensation claims closed were approved by train operators in the latest year (1 April 2022 to 31 March 2023). This is up 1.7pp compared with the previous year.

Approval rates increased for 15 operators, with eight seeing a decrease. Heathrow Express (up 65.9pp) had the largest percentage point increase in delay compensation approval rate when compared with the previous year. Merseyrail (down 39.0pp) had the largest percentage point decrease in approval rate.

Lumo began running services on 25 October 2021, which is why no comparison is possible with previous years for that operator.

Figure 3.1 Over half of all operators reported an increase in delay compensation claim approval rates

Delay compensation claim approval rates by operator, April 2022 to March 2023 and change compared with previous year (Table 4410)



Notes:

- 1) See footnote on page 4 for more information on the Elizabeth line and London Overground.
- 2) Operators marked with an asterisk have included season ticket compensation for strike days in their data.

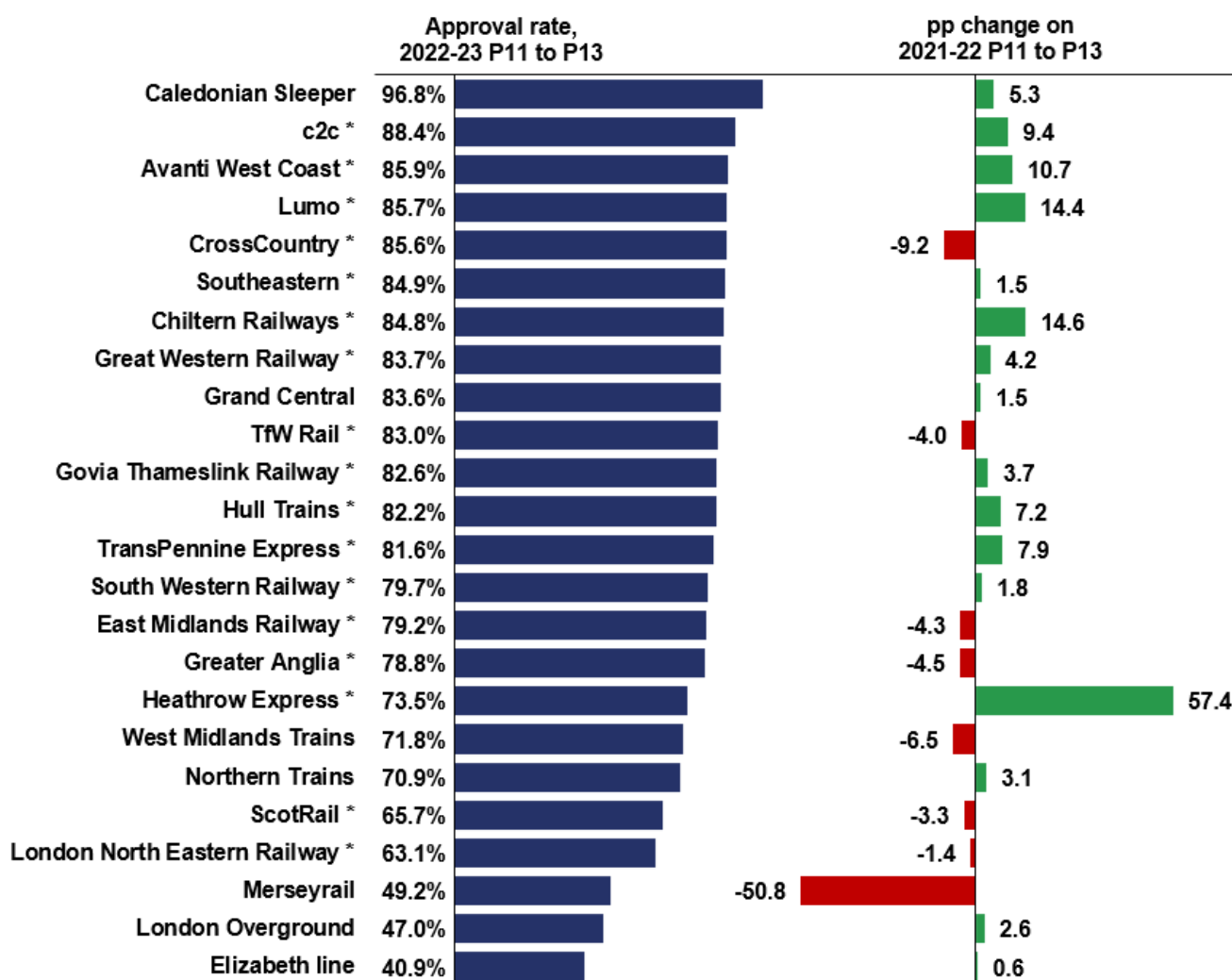
Rail Periods 11 to 13 (9 January to 31 March 2023)

Overall, 80.2% of delay compensation claims closed were approved by train operators during rail periods 11 to 13 (8 January 2022 to 31 March 2023). This is an increase of 3.1pp compared with the same rail periods the previous year.

Approval rates increased for 16 operators and decreased for eight operators during rail periods 11 to 13 compared with the same rail periods in the previous year. Merseyrail had the largest decrease (down 50.8pp), whilst Heathrow Express (up 57.4pp) had the largest increase in approval rate, followed by Chiltern Railways (up 14.6pp) and Lumo (up 14.4pp).

Figure 3.2 Sixteen operators reported an increase in delay compensation claim approval rates compared with the previous year

Delay compensation claim approval rates by operator, rail periods 11 to 13 and change compared with previous year (Table 4410)



Notes:

1) See footnote on page 4 for more information on the Elizabeth line and London Overground.

2) Operators marked with an asterisk have included season ticket compensation for strike days in their data.

Rail delay compensation claims, rail periods 11 to 13 (8 January 2023 to 31 March 2023)

4. Annexes

Annex 1 – Definitions

- **Volume of claims closed:** The claim is closed when the train operator issues payment for a successful claim or when the passenger was informed that their claim was rejected.
- **Claims closed within 20 working days (percentage):** ORR use 20 working days as a proxy for the one month target referred to in the [National Rail Conditions of Travel](#).
- **Volume of claims approved:** The volume of delay compensation claims closed where the passenger's claim has been successful and approved.
- **Delay Repay:** The most popular delay compensation scheme is Delay Repay. This is a national scheme train operators use to compensate passengers for delays. For those operators using the Delay Repay scheme, all ticket types are covered and passengers can make a claim for delay compensation whatever the cause of disruption. There are two types of Delay Repay schemes available.
 - (a) **Delay Repay 30 (DR30):** Passengers can claim compensation if the train is delayed by 30 minutes or more. Passengers delayed between 30 and 59 minutes are entitled to 50% of the cost of a single ticket, and if the passenger is delayed by 60 minutes or more, the passenger is entitled to a 100% refund of a single ticket. If delayed 120 minutes or more the passenger can claim the cost of a return journey if they have a return ticket.
 - (b) **Delay Repay 15 (DR15):** Passengers can additionally claim compensation if the train is delayed by 15 minutes or more. DR 15 allows a passenger to claim 25% of the cost of a single ticket if they are delayed between 15 and 29 minutes.
 - (c) **Other schemes (traditional schemes):** A small number of operators run other schemes which are different to Delay Repay. Often these schemes have different timeframes to be eligible, and compensation can vary between each scheme. Compensation may not be available if the delay is caused by an event outside the operator's control. A [rail period](#) is normally 28 days, or four weeks, for business reporting purposes and there are 13 rail periods in a financial year starting on 1 April.

Annex 2 – Quality and Methodology

Data source

Administrative data submitted by train operators.

Methodology

As part of train operators' [Core Data](#) requirements, train operators provide information on delay compensation claims on a periodic basis. Core Data is the term ORR uses to describe the primary compliance monitoring framework it uses to assess its licensee's compliance with their regulatory obligations in relation to passenger-facing activities.

ORR collects number of delay compensation claims closed, received and approved. ORR also ask for the percentage of claims responded to within 20 working days as train operators have a target to process all delay compensation claims within one month of receipt, as given in condition 30.3 of the [National Rail Conditions of Travel](#).

Delay compensation data was first collected from train operators in 2018. ORR's technical guidance to operators is available on the ORR [Core Data page](#) (within the related files section). Delay compensation claims are not considered as complaints, though there may be formal complaints made about delay compensation schemes which are then included as complaints. Unlike complaints handling, train operators cannot 'stop the clock' while the operator is waiting for the complainant to provide information to them.

How are several claims on one form recorded?

If a passenger submitted several journeys on one delay compensation form, then each journey is counted as a claim.

Are discretionary compensation payments or enhanced compensation claims included?

These statistics include claims for delays only and exclude discretionary compensation payments made following complaints of poor service (for example, compensation due to Wi-Fi not working). Additional compensation during periods of extended disruption is also not included within these statistics. However, strike day compensation claims for season ticket holders are included for some operators from April 2022 to March 2023 Period 4 onwards (see the table on the following page for further details).

Are Automatic Delay Repay claims included?

Automatic Delay Repay is when a passenger is automatically compensated when their journey is delayed within the timescales to be eligible for compensation. If the claim meets the criteria for DR15 or DR30, then these claims are included within these statistics.

Delay compensation scheme by train operator:

The table below shows a list of the different delay compensation schemes each train operator currently runs as at the end of rail period 13 (31 March 2023). For up-to-date information on delay compensation schemes, please see the train operator's website. The following information is accurate as far as we know at the time of publication.

Train operator	Delay scheme at end of rail period 13	Notes	Strike compensation included?
Avanti West Coast	DR15	Automated 'one-click' compensation on Advance tickets since 8 December 2019	Yes
c2c	DR15	Automatic DR for 2+ mins at 3p per min when registered with smartcard	Yes
Caledonian Sleeper	DR30		No
Chiltern Railways	DR15	Automated on Advance: 1 May 2022	Yes
CrossCountry	DR30		Yes
East Midlands Railway	DR15	Automated 'one-click' compensation on Advance since 18 August 2019	Yes
Elizabeth line	Traditional	30+ minutes, claim needs to be within TfL's control to get compensation	No
Govia Thameslink Railway	DR15	Automated 'one-click' compensation on Smartcards since July 2017	Yes
Grand Central	Traditional	60+ minutes	No
Great Western Railway	DR15	DR15 on monthly and annual season tickets: April 2021, on other tickets: April 2019. Automated on Advance & Seasons: 4 August 2022	Yes
Greater Anglia	DR15		Yes
Heathrow Express	Delays of 15+ mins		Yes
Hull Trains	DR30		Yes
London North Eastern Railway	DR30	One-click DR compensation introduced for Advance tickets purchased from their website, with registered details: 1 May 2021	Yes
London Overground	Traditional	30+ minutes, claim needs to be within Transport for London's (TfL) control to get compensation	No
Lumo	DR30		Yes
Merseyrail	Traditional	30+ minutes; special season ticket holders' compensation	No
Northern Trains	DR15	Automatic DR for Advance tickets purchased from operator's website, with registered details	No
ScotRail	DR30		Yes
South Western Railway	DR15	Automated 'one-click' compensation on Smartcards & Advance: 31 March 2019	Yes
Southeastern	DR15	Automated on Smartcards & Advance: 4 August 2022	Yes
TfW Rail	DR15		Yes
TransPennine Express	DR15	Automated 'one-click' compensation on Advance: 1 July 2019	Yes
West Midlands Trains	DR15		No

Rail delay compensation claims, rail periods 11 to 13 (8 January 2023 to 31 March 2023)

Revisions

- The data for April 2022 to March 2023 periods 1 to 10 have been amended due to errors in the claims data previously supplied by CrossCountry.

Details of previous revisions can be found in the [Revisions log](#).

How these statistics can and cannot be used



- Comparing delay compensation claim volumes over time
- Comparing delay compensation claim response rates by operators and over time
- Comparing delay compensation claim approval rates by operators and over time



- Comparing delay compensation claim volumes by train operators (due to differences in delay compensation schemes and passenger usage)
- Identifying how many people have claimed compensation (refer to rail [delays and compensation survey results](#))
- Identifying delay compensation amounts paid (refer to [passenger's charter compensation data](#))

Further information on data sources, quality, and methodology can be found in the [quality and methodology report](#).

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

Data tables

Table 4410 – Delay compensation claims showing periodic data from April 2018 by train operator can be accessed on the [delay compensation claims page](#) of the data portal free of charge in OpenDocument Spreadsheet (.ods) format. We can also provide data in csv format on request.

Other related statistics

ORR Passenger rail service complaints statistics:

ORR publish statistics about [passenger complaints](#). The latest annual statistics (April 2022 to March 2023) show that the most common reason to complain about delay compensation schemes during that year related to the claim being rejected. This was followed by complaints regarding the delay compensation claim process.

There are six complaint categories about delay compensation, which together accounted for 13.3% of all complaints made during the latest year. This is 3.9pp higher than the previous year, when 9.4% of all complaints made were related to delay compensation schemes.

Rail Ombudsman statistics:

The [Rail Ombudsman](#) provide a service to help sort out unresolved customer complaints about service providers within the rail industry. The Rail Ombudsman publish quarterly statistics on appeals made from complainants.

Department for Transport:

The Department for Transport (DfT) has published [compensation amounts paid by train operators](#) to passengers since 2009. Data for April 2021 to March 2022 show that £39.7 million was paid out in compensation by DfT-franchised train operators (an increase of 622% from the previous year). The DfT data are not directly comparable to statistics given here because they also include discretionary compensation payments made following complaints of poor service.

DfT also published research on [rail delays and compensation](#). The most recent survey, in 2020, shows that the claim rate has increased between 2018 and 2020:

- 37% of passengers claimed for their most recent delay (up 2pp from 2018)
- 46% of passengers eligible under DR30 claimed (an increase of 7pp from 2018)
- 22% of passengers eligible under DR15 claimed (up 4pp from 2018)



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