

# Passenger rail usage

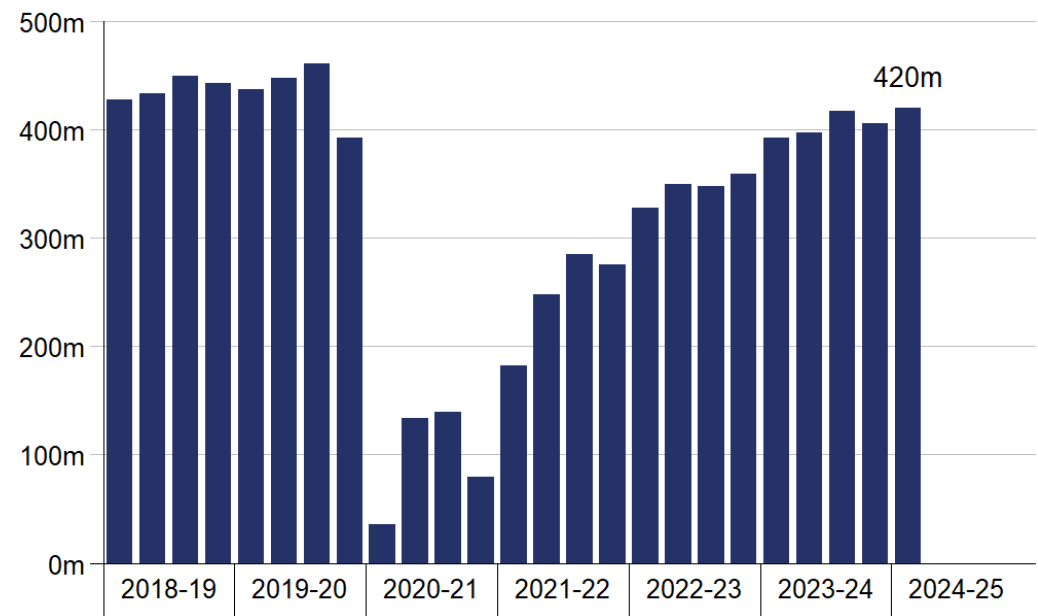
## April to June 2024

**3 October 2024**

A total of **420 million journeys** were made by rail passengers in Great Britain in the latest quarter (1 April to 30 June 2024). This is a 7% increase on the 392 million journeys in the same quarter in the previous year (April to June 2023).

Note that passenger journey data from April 2020 has been marked as provisional, as we expect to revise this in a future quarterly statistical release to adjust for the impact of split ticketing.

**Figure 1 Passenger journeys, Great Britain, quarterly data, 1 April 2018 to 30 June 2024**



A total of **15.9 billion passenger kilometres** were travelled in the latest quarter. This is a 7% increase on the 14.9 billion in the same quarter in the previous year.

Total **passenger revenue** was **£2.8 billion** in the latest quarter. This is an 8% increase on the £2.6 billion in the same quarter in the previous year (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 of this release.

### Background:

This 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, TfL and Network Rail.

To account for inflation, historic quarterly revenue data has been adjusted to April to June 2024 prices using the Consumer Prices Index (CPI). Numbers in this release are rounded.

**Latest quarter:** 1 April to 30 June 2024

### Contents:

Journeys – p4  
Kilometres – p6  
Revenue – p10  
Train kilometres – p13  
Vehicle kilometres – p14  
Annexes – p15

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### Next publication:

19 December 2024

# Context for these statistics

This statistical release discusses passenger rail usage trends for the latest quarter (1 April 2024 to 30 June 2024). The underlying data can be found in the data tables on the [data portal](#).

## New Elizabeth line infrastructure

Since services on the central section of the Elizabeth line started running in May 2022, there has been an uplift in journeys counted in LENNON (the ticketing and revenue system which is the main source of these statistics). Before May 2022, Elizabeth line services which ran between Paddington and Reading or Heathrow Airport, and between Liverpool Street and Shenfield were operated under 'TfL Rail' branding. Journeys associated with these services were direct replacements for previous National Rail services and recorded in LENNON. Following the opening of the central section, when Crossrail services began operating under 'Elizabeth line' branding, these journeys started being recorded in LENNON, replacing some journeys that would have been taken on other modes that are not recorded in LENNON, such as London Underground and Docklands Light Railway (DLR).

With the Elizabeth line excluded, there were 361 million journeys in the latest quarter, which equates to 85% of the 424 million journeys in April to June 2019 (pre-pandemic). With the Elizabeth line included, the relative usage was 96% compared with pre-pandemic.

## Strike action

In the latest quarter, there were three days of industrial action. Reduced timetables were put in place on the strike days and for some days either side of a strike day. A reduced timetable means fewer trains were planned. The estimated reduction on strike days ranged from 8% to 27% fewer trains planned.

The strike action dates and estimates of the reduction in trains planned on each of the strikes days are shown in the [Passenger rail performance](#) statistical release.

## Split ticketing

As estimates 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) estimates that overall, around 5% of passenger journeys between April 2023 and March 2024 were made using split tickets (it was around

4% in the previous year). We are working with RDG to improve our published estimates of passenger journeys by incorporating an adjustment for split ticketing to more accurately reflect the actual number of journeys made. **We were working towards incorporating an adjustment to the journey data in this release, but this has not been possible. We will continue to progress this development work to incorporate split ticketing adjustments within these statistics as soon as possible. This will include revisions to historic passenger journey data back to April 2020.**

Split ticketing has become more prevalent in recent years, therefore the extent to which it affects rail usage statistics has increased. It may be that the recovery of journeys relative to before the pandemic is overstated. Split ticketing will mean that the average revenue per ticket is lower, as the passenger uses multiple cheaper tickets to complete a journey instead of a single more expensive ticket. Passenger kilometres are not affected by trends in split ticketing.

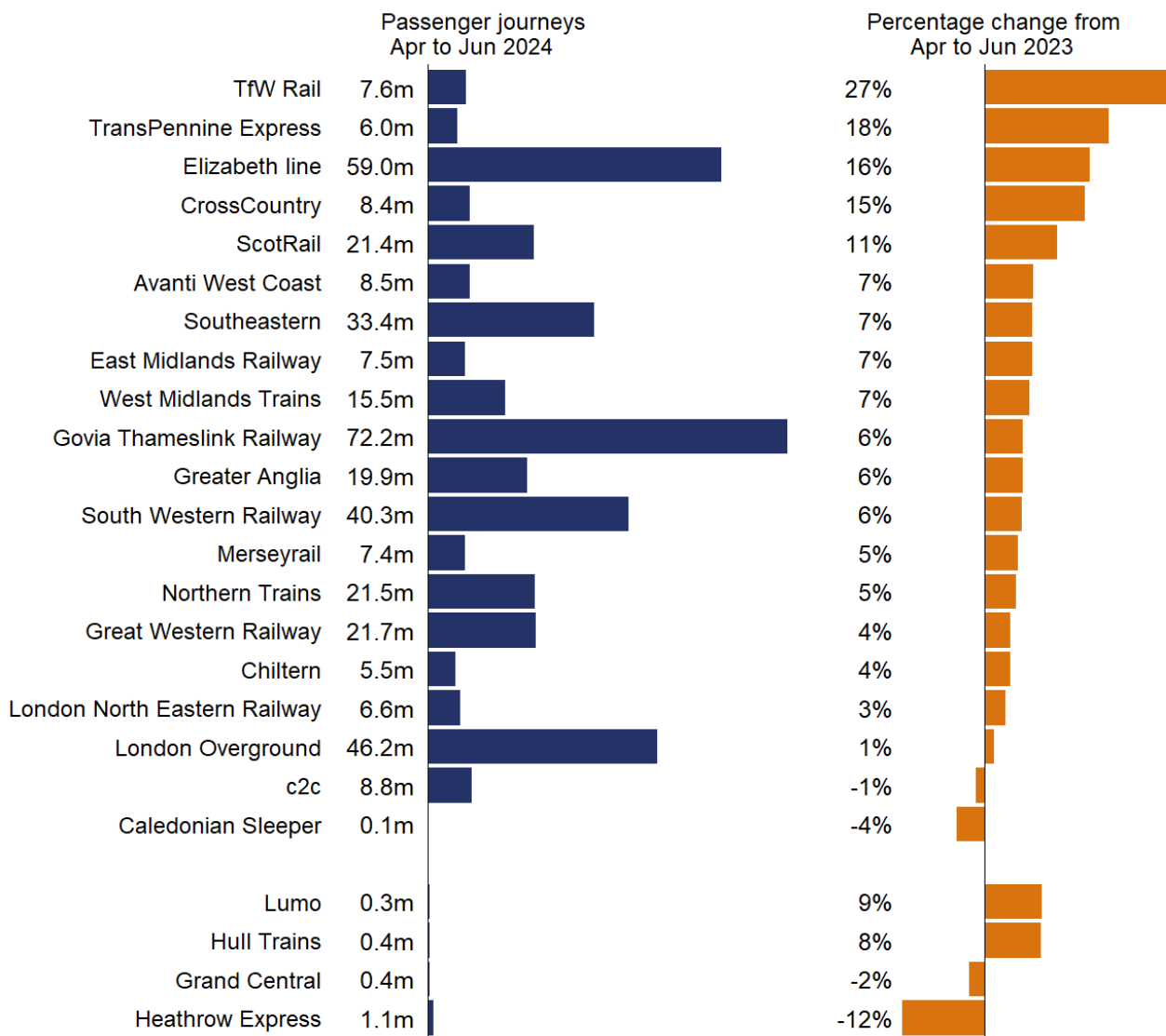
# 1. Passenger journeys

## Passenger journeys by sector and operator

In the latest quarter (1 April to 30 June 2024), there were 420 million passenger journeys made in Great Britain. This is a 7% increase on the 392 million journeys in the same quarter in the previous year. There are still fewer passenger journeys than pre-pandemic levels, at 96% relative to the 437 million in the same quarter five years ago (April to June 2019).

**Figure 1.1 All but four operators saw an increase in passenger journeys**

Passenger journeys by operator, April to June 2024, and the percentage change from April to June 2023 (Table 1223)



Twenty of the 24 operators had an increase in passenger journeys compared with the same quarter in the previous year. Heathrow Express had the largest decrease with 12% fewer passenger journeys than the previous year. Increased competition with Elizabeth line for journeys between Heathrow and London Paddington may have contributed to this reduction. Caledonian Sleeper had the second largest decrease (down 4%) followed by Grand Central (down 2%) and c2c (down 1%).

The largest increase was shown by Transport for Wales (TfW) Rail. The 7.6 million journeys in the latest quarter is a 27% increase on the 6.0 million recorded in the same quarter in the previous year. This number reflects the increase in trains planned by the operator, with 27% more services planned in this quarter compared to the previous year (see [Passenger rail performance](#) for more details).

The London and South East sector recorded 296 million journeys in the latest quarter, making it the largest sector. This is a 7% increase on the 278 million journeys in the same quarter in the previous year. The Long Distance sector recorded 35.3 million journeys in the latest quarter, an increase of 6% compared with the 33.2 million in the previous year. The Regional sector recorded 86.3 million journeys, a 10% increase on the 78.8 million journeys recorded in the previous year.

There were 2.3 million passenger journeys recorded for all open access operators combined, which is a 5% decrease compared with the 2.4 million in the same quarter in the previous year. This is largely driven by the reduction in journeys for Heathrow Express.

## Franchised passenger journeys by ticket type

There were 51.8 million franchised<sup>1</sup> passenger journeys made using Season tickets in the latest quarter. This is a 4% increase on the 49.6 million journeys made in the same quarter in the previous year. Season tickets made up 12% of total franchised ticket sales in the latest quarter, less than the 13% in the same quarter in the previous year and down from 33% five years ago.

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<sup>1</sup> Franchised operators run services as part of contracts awarded by government (although no longer franchises, we have retained this term for referring to these operators for consistency and until a new term is adopted across the industry).

**Table 1.1 The proportion of journeys made using season tickets has fallen**

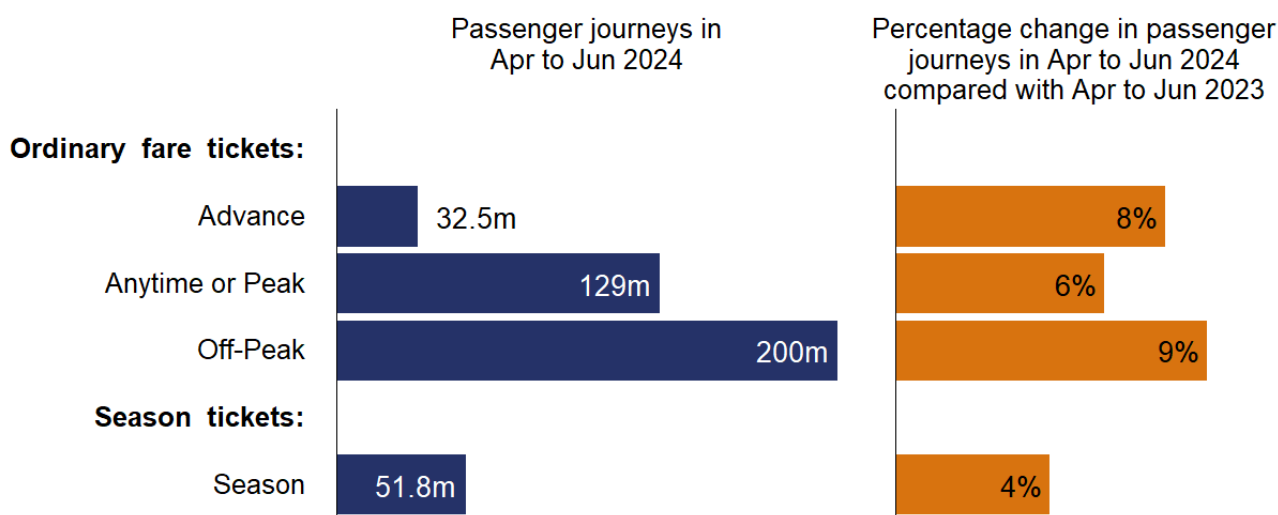
Share of franchised passenger journeys made between April and June using ordinary and season tickets, 2020 to 2024 (Table 1222)

Ticket Type	April to June 2019	April to June 2020	April to June 2021	April to June 2022	April to June 2023	April to June 2024
Ordinary	67%	71%	82%	86%	87%	88%
Season	33%	29%	18%	14%	13%	12%

There were 366 million journeys made using ordinary fare tickets in the latest quarter. This is an 8% increase compared with the 340 million journeys made in the same quarter in the previous year. All ordinary fare ticket types had an increase in journeys compared with the same quarter in the previous year. Excluding the ‘Other’ tickets category, Off-Peak tickets had the largest percentage increase (up 9%) with 200 million journeys in the latest quarter, compared with 184 million in the previous year. Both Advance and Anytime or Peak tickets also had an increase in journeys, by 8% and 6%, respectively.

**Figure 1.2 All franchised ticket types saw an increase in usage**

Franchised passenger journeys in April to June 2024 and percentage change compared with April to June 2023, by ticket type (Table 1222)



*The Other ticket type category is excluded, as this includes refunds and other miscellaneous tickets and purchases, which can lead to negative numbers. However, this data can be found in Table 1222.*

# 2. Passenger kilometres

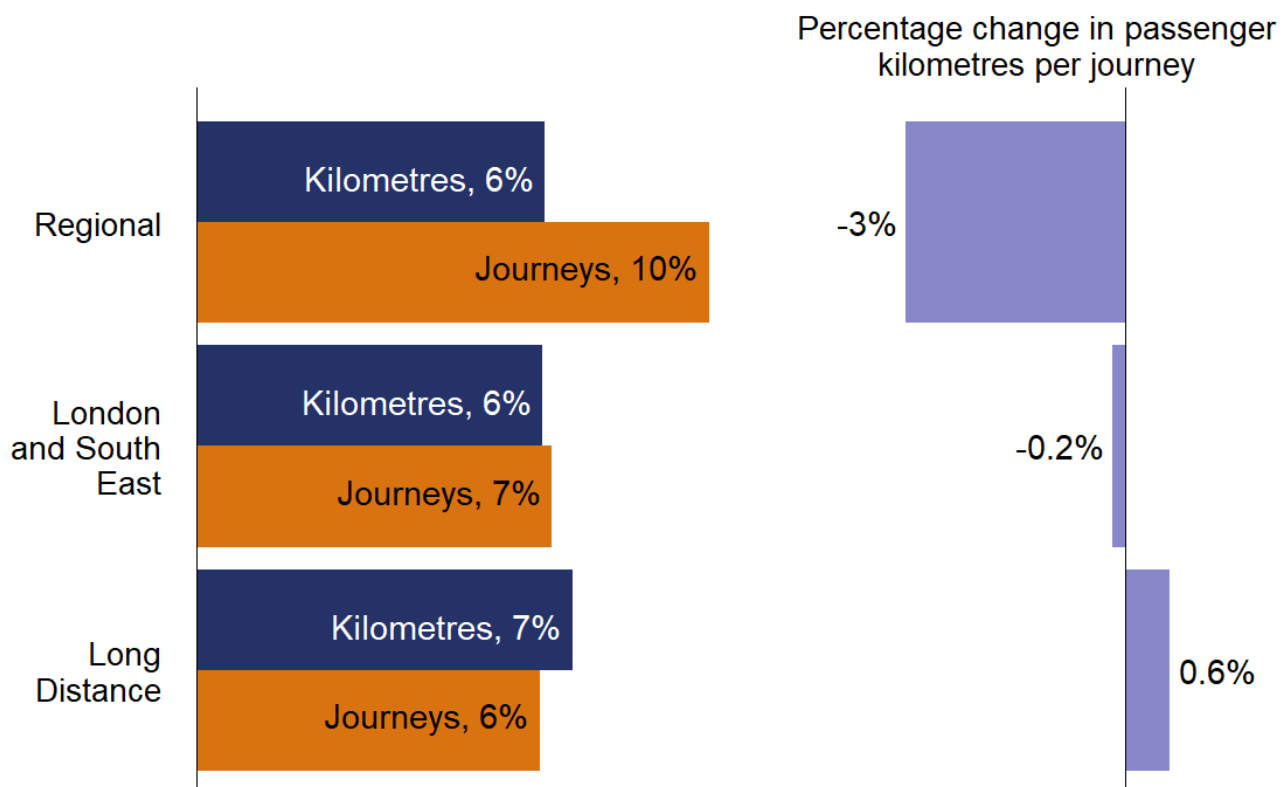
## Passenger kilometres by sector and operator

In the latest quarter (1 April to 30 June 2024), there were 15.9 billion passenger kilometres travelled in total in Great Britain. This is a 7% increase compared with the 14.9 billion travelled in the same quarter in the previous year. Passenger kilometres travelled are still less than pre-pandemic levels, at 92% relative to the 17.3 billion in the same quarter five years ago (April to June 2019).

In each of the three franchised sectors, there was an increase in the kilometres travelled of between 6% and 7%, compared to the same quarter in the previous year. Only the Long Distance sector had a larger increase in kilometres compared with journeys. Therefore, the average journey length for Long Distance operators increased slightly (up 0.6%). However, the Regional and London and South East sectors showed a larger increase in journeys than kilometres, which led to a 3% and 0.2% decrease in the average journey length, respectively.

**Figure 2.1** Passenger kilometres increased in all three sectors

Percentage change in franchised passenger journeys, kilometres and kilometres per journey, by sector, in April to June 2024 compared with April to June 2023 (Tables 1221 and 1231)

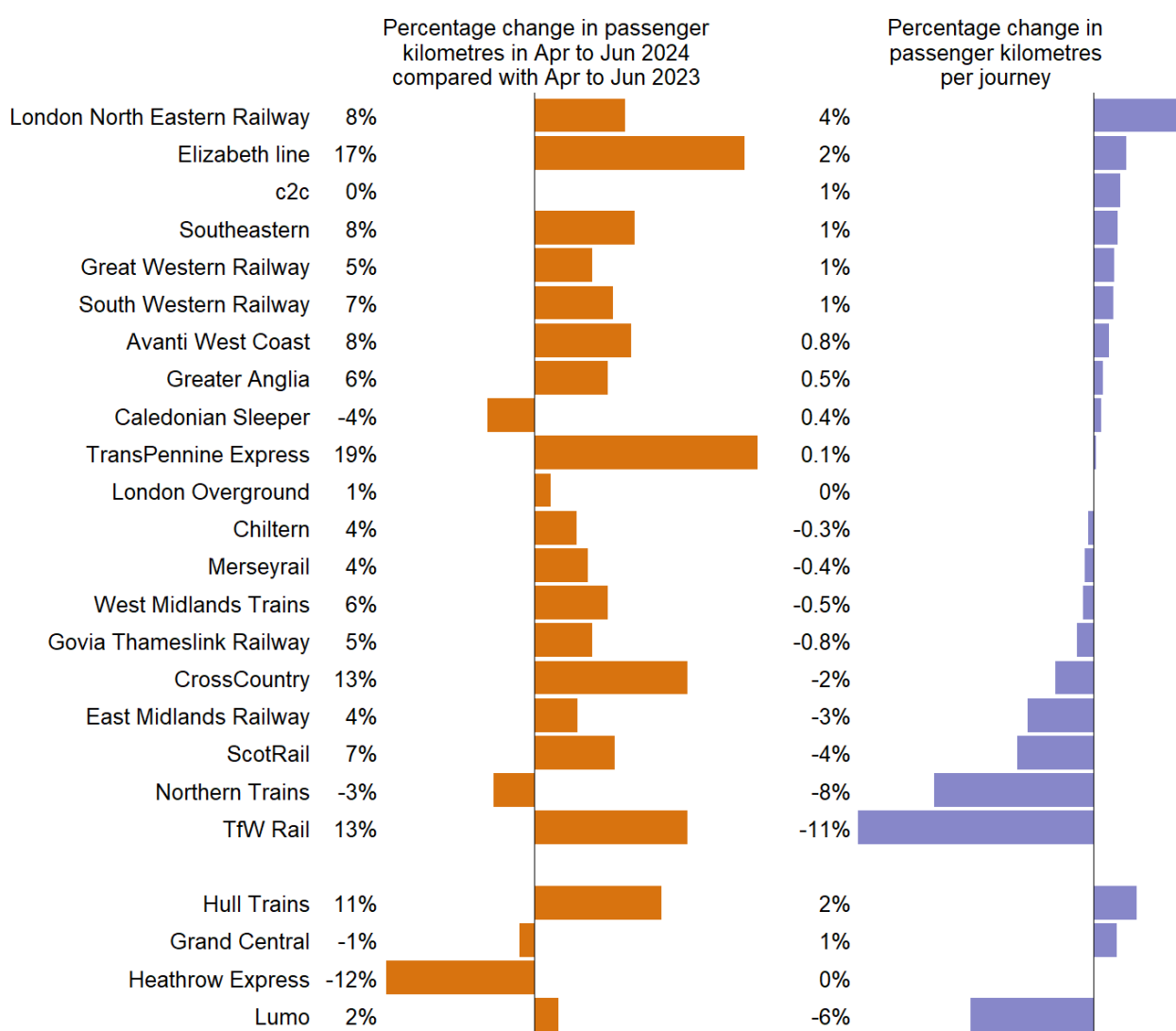


Nineteen of the 24 operators had an increase in kilometres travelled in the latest quarter compared with the previous year. The largest decrease was for Heathrow Express (down 12%), followed by Caledonian Sleeper (down 4%) and Northern Trains (down 3%).

TransPennine Express recorded the largest increase in passenger kilometres (up 19%). TransPennine Express ran a slightly reduced timetable in the previous year, which contributed to the increase in passenger kilometres in the latest quarter, compared with the previous year.

### Figure 2.2 Twelve operators had a longer average journey length

Percentage change in passenger kilometres and kilometres per journey, by operator, in April to June 2024 compared with April to June 2023 (Tables 1223 and 1233)



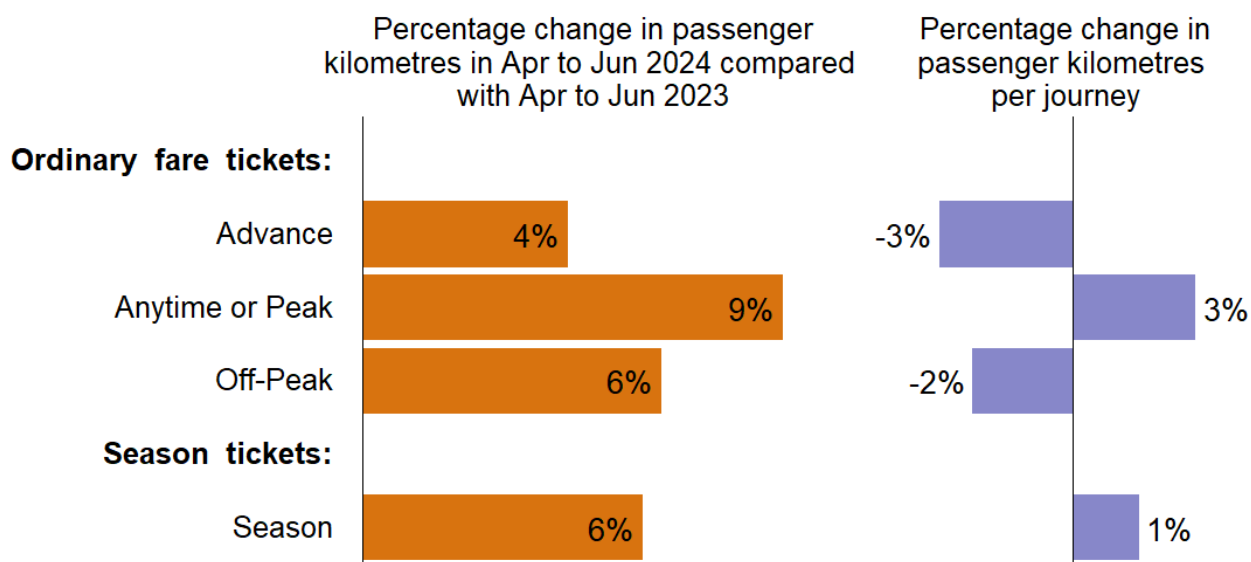


## Passenger kilometres by ticket type

In the latest quarter, all franchised ticket types (excluding the ‘Other’ ticket type) showed an increase in passenger kilometres travelled, compared with the same quarter in the previous year. Anytime or Peak tickets had the largest increase, up 9% to 3.2 billion from 2.9 billion kilometres in the previous year. There was a reduction in the average journey length for both Advance and Off-Peak tickets, down 3% and 2%, respectively. Kilometres travelled per journey increased by 1% for Season tickets, while Anytime or Peak tickets increased by 3%.

**Figure 2.3 Advance and Off-Peak ticket types had a reduction in average journey length**

Percentage change in franchised passenger kilometres and kilometres per journey, by ticket type, in April to June 2024 compared with April to June 2023 (Tables 1222 and 1232)



*The Other ticket type category is excluded, as this includes refunds and other miscellaneous tickets and purchases, which can lead to negative numbers. However, this data can be found in Table 1222.*

## 3. Passenger revenue

To account for inflation, historic data has been adjusted to prices for the latest quarter (April to June 2024), using the Consumer Price Index (CPI). For further information see the [quality and methodology report](#).

Historically, regulated rail fares have increased annually based on the Retail Price Index (RPI) in July of the previous year. However, due to recent high levels of inflation, the March 2024 cap for England and Wales regulated fares was [set at 4.9%](#), 4.1 percentage points below RPI in July 2023 (9.0%). In Scotland, there were two rail fare increases over the year to March 2024 of [4.8% on 3 July 2023](#) (excluding Season tickets and flexi passes) and [8.7% on 1 April 2024](#) (all tickets), after previously being frozen during the pandemic. The average annual change across all rail fares in March 2024 was 5.0%. This means, in real terms, the average cost of rail tickets decreased. See [Rail fares index](#) statistical release for more information.

### Passenger revenue by sector

In the latest quarter (1 April to 30 June 2024), total passenger revenue in Great Britain was £2.8 billion. Adjusted for inflation, this is 8% more than the £2.6 billion generated in the same quarter in the previous year. However, this is still below pre-pandemic levels, at 84% relative to the £3.4 billion in the same quarter five years ago (April to June 2019).

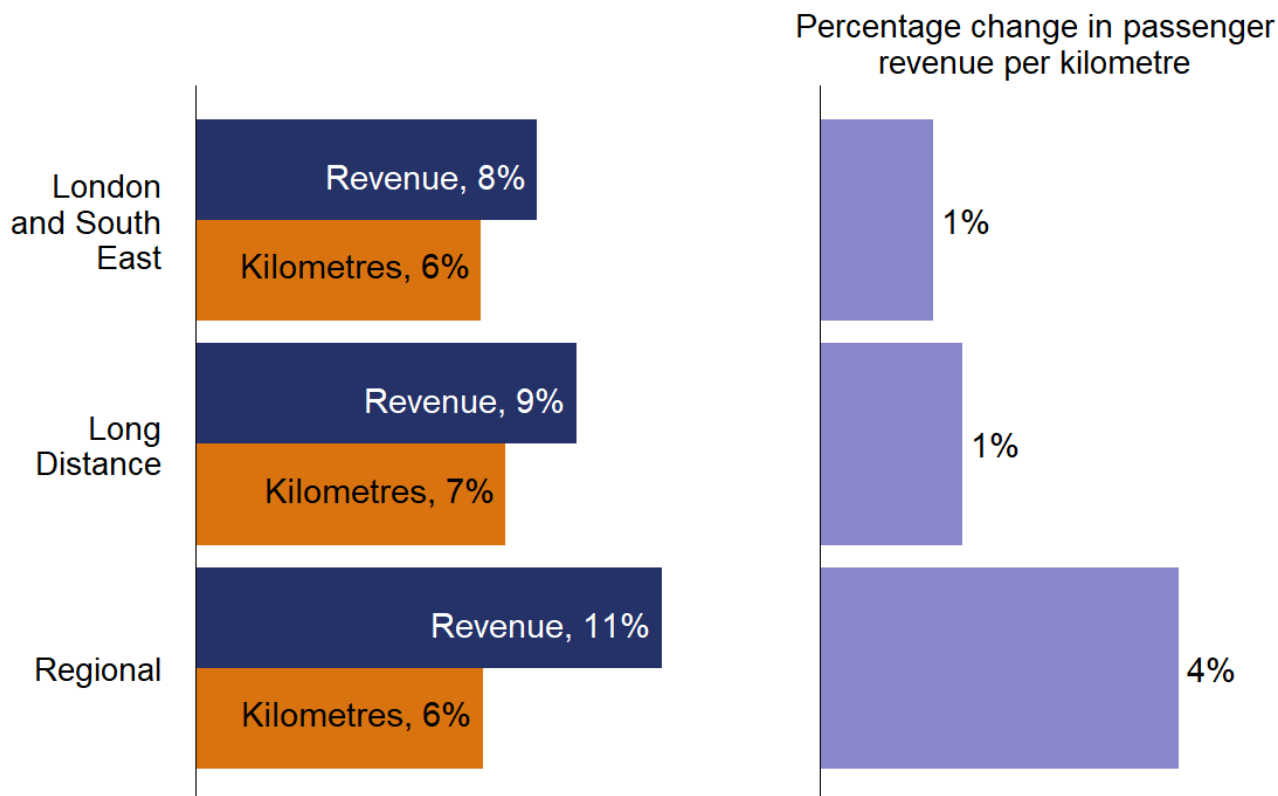
Passenger revenue per journey across all operators was £6.73 in the latest quarter, a 1% increase compared with the £6.66 in the same quarter in the previous year. Passenger revenue per kilometre was 17.8 pence, up 2% on the 17.5 pence in the previous year.

With a total revenue of £1.4 billion, London and South East remained the largest sector in the latest quarter. The Regional sector recorded the largest increase in revenue at £444 million, up 11% on the £402 million in the same quarter in the previous year. The Long distance (up 9%) and London and South East (up 8%) sectors had similar increases in revenue.

Across franchised passenger operators, total passenger revenue was £2.8 billion in the latest quarter (up 8%), compared with £2.5 billion in the previous year. Franchised passenger revenue per journey was £6.61 in the latest quarter. This is a 1% increase from the £6.53 in the previous year. Passenger revenue per kilometre increased by 2% to 17.9 pence, from 17.6 pence in the previous year.

### Figure 3.1 Revenue and kilometres increased in all sectors

Percentage change in franchised passenger revenue, kilometres and revenue per kilometre, by sector, in April to June 2024 compared with April to June 2023 (April to June 2024 prices; Tables 1231 and 1211)



Open access operators accounted for 2% of total Great Britain passenger revenue. Their total passenger revenue was £63.2 million in the latest quarter, a 1% decrease on the £63.7 million in the same quarter the previous year. Passenger revenue per journey was £27.37, which was 4% more than the £26.31 in the previous year. Passenger revenue per kilometre was 15.9 pence (down 2%), compared with 16.2 pence in the previous year.

### Passenger revenue by ticket type

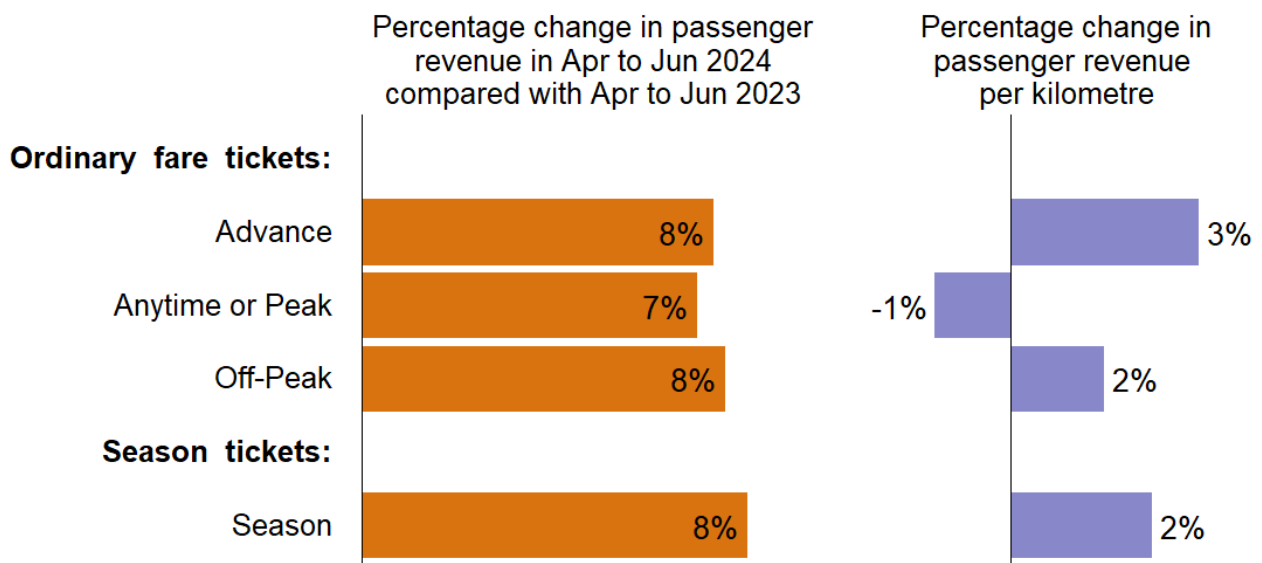
In the latest quarter, a total of £2.5 billion was generated across all ordinary fare tickets, an 8% increase compared with the £2.3 billion in the same quarter in the previous year. The percentage increase in revenue across all franchised ticket types was roughly similar. Anytime or Peak tickets had a 7% increase, with £866 million in the latest quarter compared with £807 million in the previous year. Advance and Off-Peak tickets had a slightly larger increase, at 8%.

Season tickets also generated more revenue in the latest quarter, with £214 million compared with £197 million in the same quarter the previous year (up 8%).

Anytime or Peak and Off-Peak tickets had relatively small changes in revenue per kilometre, compared with the previous year (down 1% and up 2%, respectively). Advance tickets had a slightly larger change, with a 3% increase in revenue per kilometre. Revenue per kilometre increased by 2% for Season tickets.

**Figure 3.2 Total revenue increased for all franchised ticket types**

Percentage change in franchised passenger revenue and revenue per kilometre, by ticket type, in April to June 2024 compared with April to June 2023 (April to June 2024 prices; Tables 1232 and 1212)



*The Other ticket type category is excluded, as this includes refunds and other miscellaneous tickets and purchases, which can lead to negative numbers. However, this data can be found in Table 1212.*

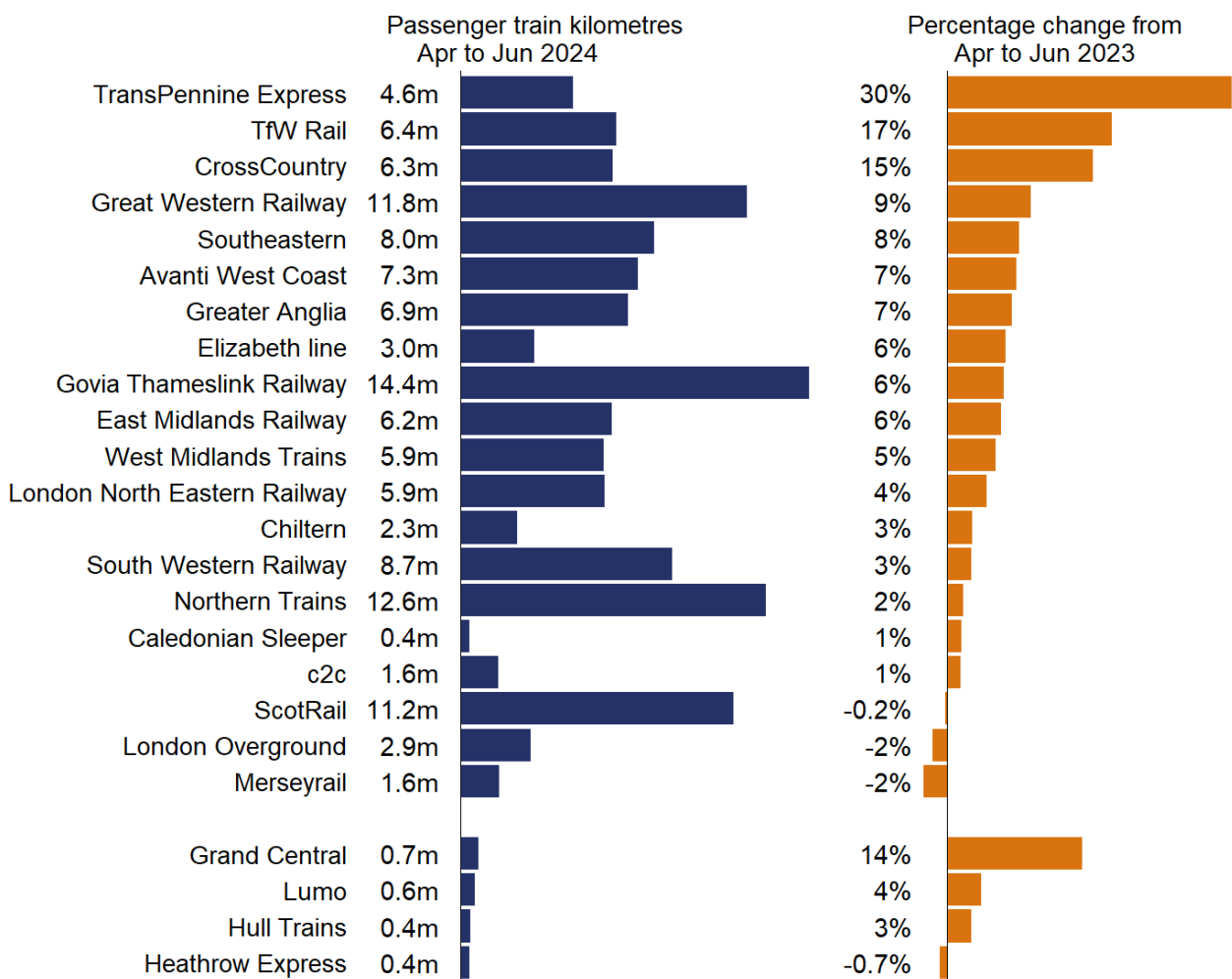
# 4. Passenger train kilometres

Passenger train kilometres include only the distance covered by a locomotive itself and does not account for the number of carriages. In the latest quarter (1 April to 30 June 2024), there were 130 million passenger train kilometres travelled. This is a 6% increase on the 123 million recorded in the same quarter in the previous year. However, this is 92% relative to the 141 million in the same quarter five years ago (April to June 2019).

Compared with the same quarter in the previous year, TransPennine Express (up 30%) recorded the largest increase in passenger train kilometres travelled, due to a reduced timetable being operated in the previous year. Merseyrail (down 2%), London Overground (down 2%), Heathrow Express (down 0.7%) and ScotRail (down 0.2%) recorded fewer passenger train kilometres compared with the previous year.

**Figure 4.1 Twenty operators recorded an increase in passenger train kilometres**

Passenger train kilometres by operator, April to June 2024, and percentage change from April to June 2023 (Table 1243)



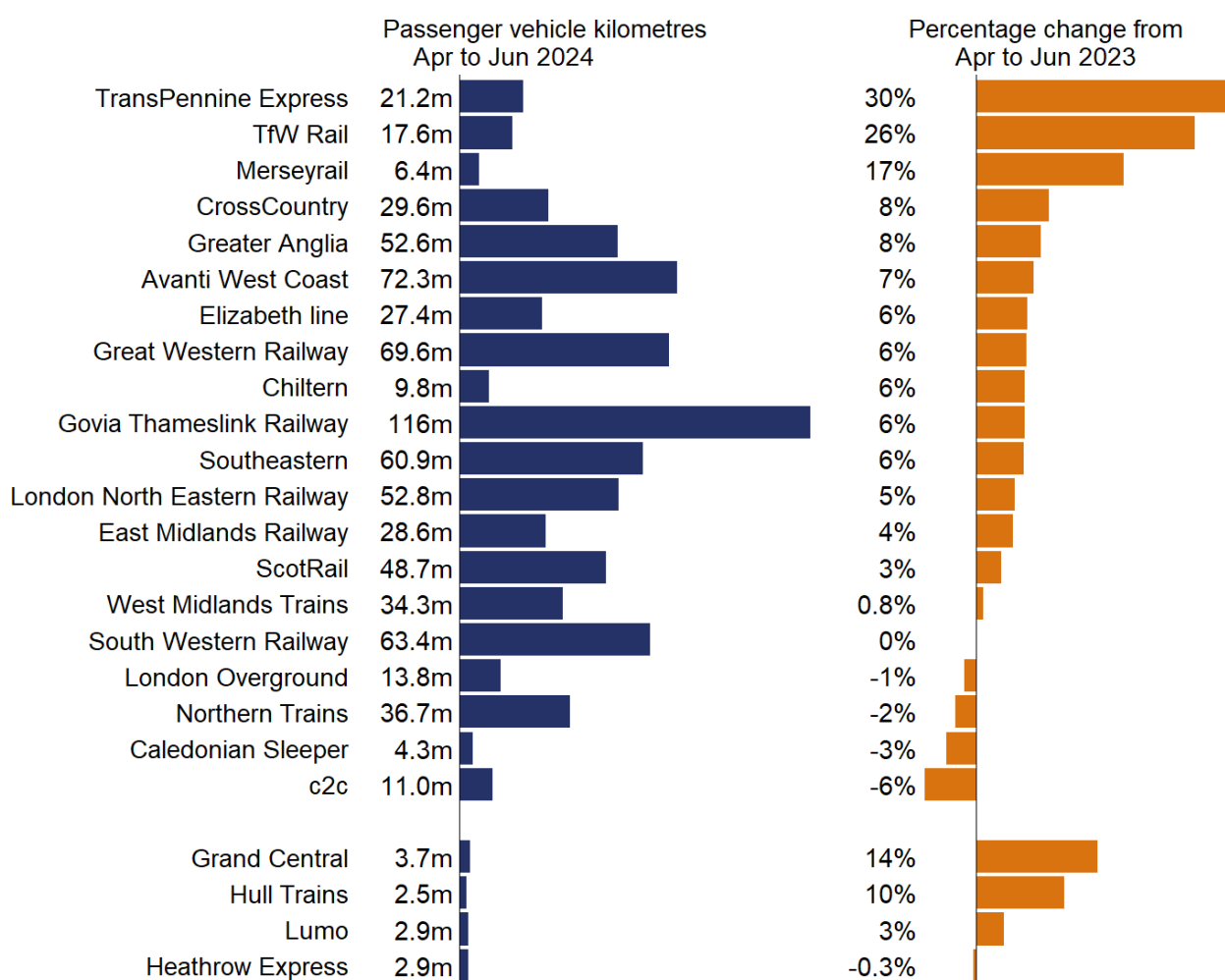
# 5. Passenger vehicle kilometres

Passenger vehicle kilometres include both the distance covered by locomotives and the carriages they transport. In the latest quarter (1 April to 30 June 2024), there were 789 million passenger vehicle kilometres operated. This is a 5% increase on the 750 million kilometres in the same quarter in the previous year. However, this is still slightly below pre-pandemic levels, at 95% relative to the 834 million five years ago (April to June 2019).

In the latest quarter, there was a reduction in vehicle kilometres operated by five operators, compared to the same quarter in the previous year. c2c (down 6%) showed the largest decrease, followed by Caledonian Sleeper (down 3%). TransPennine Express (up 30%) recorded the largest increase. All open access operators, except Heathrow Express, saw an increase in their vehicle kilometres operated.

**Figure 5.1 Five operators recorded fewer passenger vehicle kilometres**

Passenger vehicle kilometres by operator, April to June 2024, and percentage change from April to June 2023 (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 this publication do not account for split ticketing, whereas journey estimates in Regional rail usage include an adjustment. Split ticketing 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, in this publication.
- **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 travelled by passenger trains. Empty coaching stock movements are included. 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 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 is 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 (although no longer franchises we have retrained this term for referring to these operators for consistency and until a new term is adopted across the industry). Data for such operators is 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<sup>2</sup> 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 ORR to run services on specific routes. The data tables 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** – allows 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. Flexi season tickets are also included here, these allow 8 days of travel in 28 days, any time between two named stations. The pandemic necessitated the use

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<sup>2</sup> Includes journeys made on TfW Rail services operated on the Core Valley Lines.



of an alternative methodology for estimating usage with season tickets between 1 April 2020 and 31 March 2021, please see the [Passenger rail usage quality and methodology report](#).

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 [Passenger rail usage quality and methodology report](#).

## Annex 2 – Quality and methodology

### Primary data source – LENNON

Most of the data contained within this statistical release is 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](#).

### Elizabeth line and overestimate of journeys and kilometres

Contactless and Oyster Pay As You Go (PAYG) travel within the London and South East sector is submitted to LENNON at a level which considers the possible routes customers could have made on their journey. Due to system constraints in how the data is ingested into LENNON, this can result in an overstatement of journey count where multiple routes exist for a single passenger journey. The launch of the Elizabeth line resulted in a particular increase in routing possibilities, most notably from the launch of Phase 5b in November 2022 and therefore increasing the level of overstatement in journey count outputted from LENNON. This overstatement is seen particularly for the Elizabeth line as an operator. However, some residual impact exists for other operators in the London and South East sector particularly on flows outside of London where contactless is now available.

### Elizabeth line correction

In order to correct the overestimation, we contacted TfL, who manage Elizabeth line, to request access to the data it holds on the number of journeys travelled. TfL provided us with an extract of the internal database used to monitor journey numbers across the Elizabeth line. This data was only available from 24 May 2022, when the central section of the line opened. From 24 May 2022 onwards, this data was used as a direct replacement for the LENNON data. For estimates of journeys before this date, we used the existing LENNON data. In the latest quarter, only data from April to May was available from TfL, so we incorporated an adjustment to estimate the number of journeys in June. See the [Passenger rail usage quality and methodology report](#) for more information.

## Other data sources

The passenger journey and kilometre data from LENNON is supplemented by data provided directly to ORR 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 Passenger Transport Executive (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. As described above, Elizabeth line passenger journeys and kilometres are largely based on data from TfL.

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

## Revisions

There have been no revisions to previously published data.

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

## How these statistics can 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

## How these statistics cannot be used



- 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 (refer to the [Origin Destination Matrix on the Rail Data Marketplace](#))
- 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

We publish annual [Estimates of station usage](#) statistics, which includes the number of entries, exits and interchanges at all open mainline stations in Great Britain.

We also publish annual statistics on [Regional rail usage](#), which includes the number of rail journeys between and within regions. The Origin and Destination Matrix, which is the source for this and the station usage publication, contains the estimated number of journeys between each pair of mainline stations in Great Britain. Datasets for each of the last five years are available on the [Rail Data Marketplace](#).

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](#).

[Great British Railways Transition Team publish rail related news](#), including quarterly statistics on the [breakdown of journey types into leisure and business](#).

## European comparisons

Comparisons with railways in the rest of Europe are available [between January 2004 and September 2024 for passenger journeys](#). More recent data from other European countries are published in the [IRG-Rail twelfth Annual Market Monitoring Report](#).

## Annex 4 – ORR’s statistical publications

Our statistical practice is regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#) that all producers of official statistics should adhere to. You are welcome to contact us directly with any comments about how we meet these standards by emailing [rail.stats@orr.gov.uk](mailto:rail.stats@orr.gov.uk). Alternatively, you can contact OSR by emailing [regulation@statistics.gov.uk](mailto:regulation@statistics.gov.uk) or via the OSR website.

### Statistical Releases

This publication is part of ORR’s ‘[accredited official statistics](#)’, 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**.

ORR also publishes a number of other official statistics, which consist of 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 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.

### Accredited official statistics

Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007. They are official statistics that have been independently reviewed by the Office for Statistics Regulation and found to comply with the standards of trustworthiness, quality and value in the Code of Practice for Statistics.

The majority of our [statistical releases were independently reviewed by the OSR in June 2012](#). They comply with the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#) and are labelled accredited official statistics.

Since our review 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 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 accredited official 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 [independently reviewed by OSR](#) in November 2020 and [their accreditation was confirmed](#) on 1 December 2020.

For more information on how we adhere to the Code please see our [compliance statements](#).

If you have any feedback or questions, please email [rail.stats@orr.gov.uk](mailto:rail.stats@orr.gov.uk).





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