Passenger rail usage

July to September 2025

27 January 2026

Background:

This quarterly statistical release contains information on passenger rail usage in Great Britain. It covers **passenger journeys**, **passenger kilometres**, **revenue**, **passenger train** and **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 July to September 2025 prices using the Consumer Prices Index (CPI).
Numbers in this release are rounded.
Latest quarter: 1 July to 30 September 2025

Contents:

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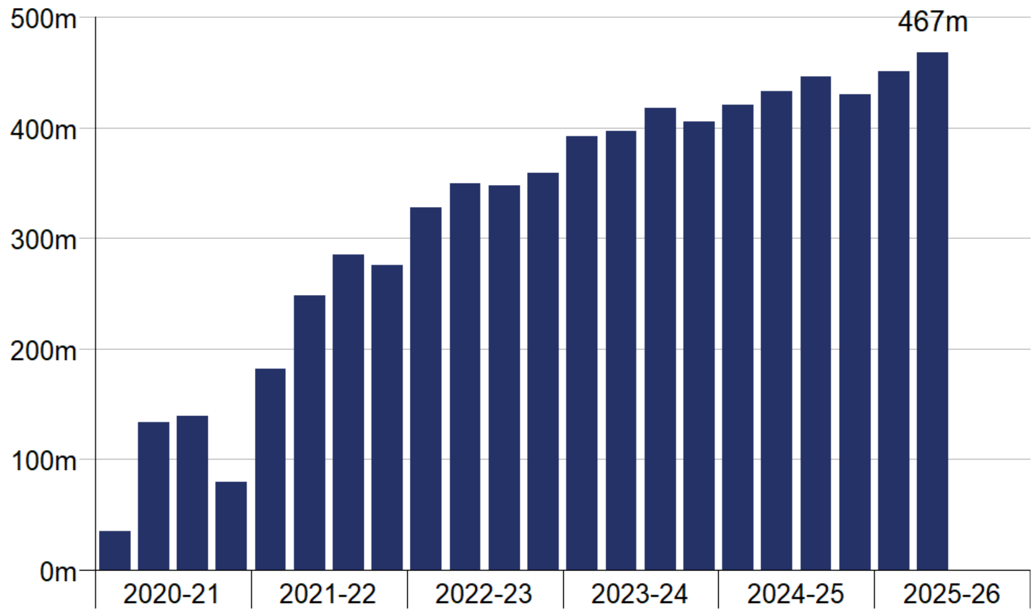
Next publication:
19 March 2026

A total of **467 million journeys** were made by rail passengers in Great Britain in the latest quarter (July to September 2025). This is an 8% increase on the 433 million journeys in the same quarter in the previous year (July to September 2024).

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, April 2020 to September 2025



There were **17.6 billion passenger kilometres** travelled in total in Great Britain in the latest quarter. This is a 6% increase compared with the 16.7 billion travelled in the same quarter in the previous year.

Total **passenger revenue** was **£3.2 billion** in the latest quarter. This is a 6% increase on the £3.0 billion generated 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 ORR data portal. Key definitions are in Annex 1 of this release.

Context for these statistics

This statistical release includes passenger rail usage statistics for the latest quarter (July to September 2025). The underlying data can be found in the data tables on the ORR data portal.

Elizabeth line infrastructure

Prior to May 2022, TfL Rail operated services which ran between Paddington and Reading or Heathrow Airport, and between Liverpool Street and Shenfield. These have subsequently been branded as ‘Elizabeth line’ services. Since the central section of the Elizabeth line opened in May 2022, we have seen substantial changes in journey patterns which have impacted these statistics. The mainline rail journeys on the central section are now recorded in LENNON (the ticketing and revenue system which is the main source of these statistics). These journeys have effectively ‘replaced’ some journeys that were previously taken on other modes (i.e. not mainline rail) that are not recorded in LENNON, such as London Underground and Docklands Light Railway (DLR). This has resulted in a significant uplift in journeys for Elizabeth line since May 2022.

Split ticketing

As estimates of passenger journeys are primarily based on ticket sales, there are 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). 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.

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 will continue work to incorporate split ticketing adjustments as soon as possible. This will include revisions to historic passenger journey data back to April 2020.**

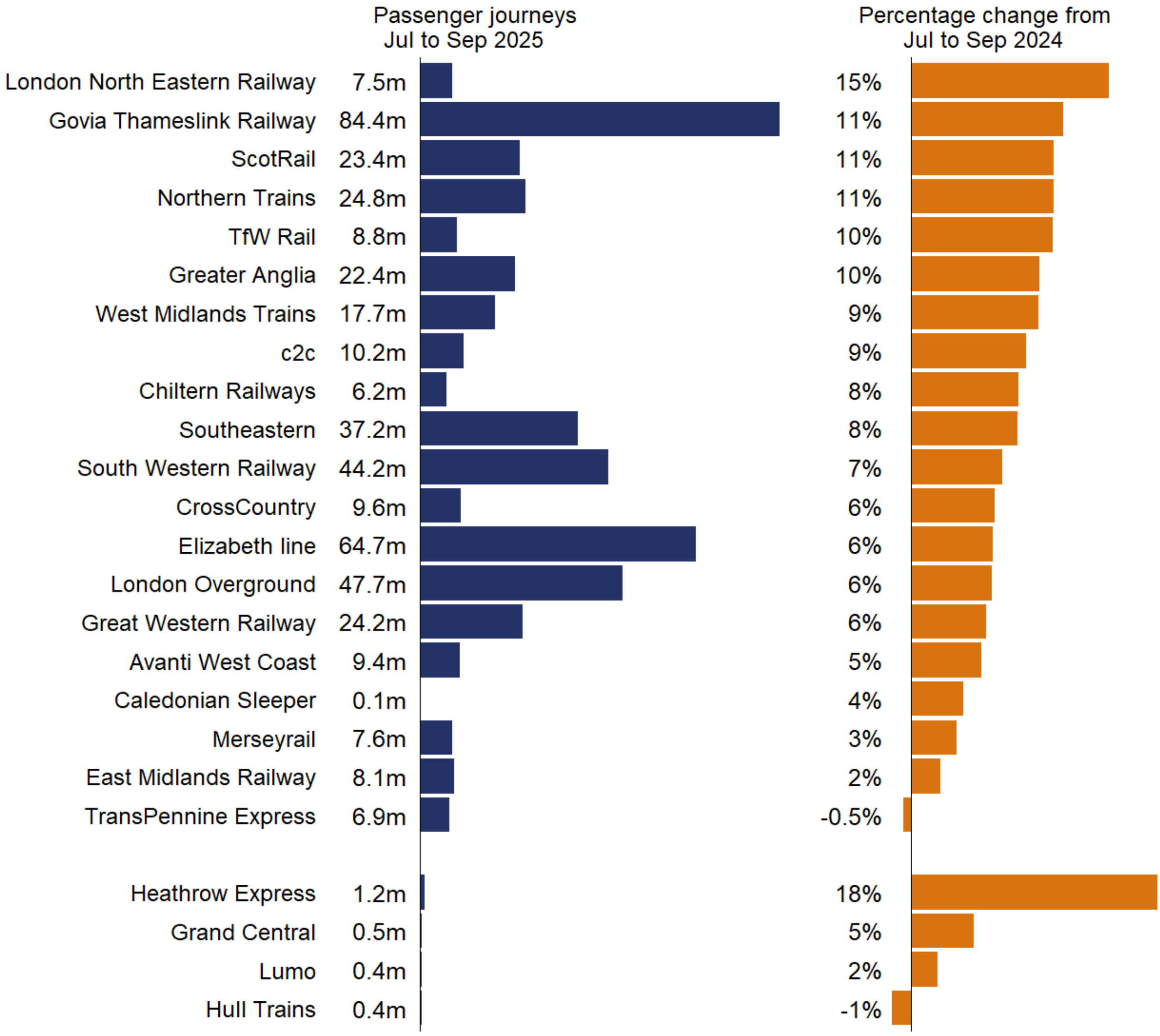
1. Passenger journeys

Passenger journeys by sector and operator

In the latest quarter, there were 467 million passenger journeys made in Great Britain. This is an 8% increase on the 433 million journeys in the same quarter in the previous year.

Figure 1.1 Passenger journeys increased for all but two operators

Passenger journeys by operator, July to September 2025, and the percentage change from July to September 2024 (Table 1223)



Passenger journeys increased for 22 operators compared with the same quarter in the previous year. London North Eastern Railway had the largest increase in passenger journeys. The 7.5 million journeys in the latest quarter was a 15% increase on the 6.6 million recorded in the same quarter in the previous year. Hull Trains (down 1% to 0.4 million) and TransPennine Express (down 0.5% to 6.9 million) recorded decreases compared to the same quarter in the previous year.

The London and South East sector recorded 329 million journeys in the latest quarter, making it the largest sector. This is an 8% increase on the 305 million journeys in the same quarter in the previous year. The Long Distance sector recorded 39.3 million journeys in the latest quarter, an increase of 6% compared with the 37.0 million in the previous year. The Regional sector recorded 96.5 million journeys, an 8% increase on the 89.2 million journeys recorded in the previous year.

There were 2.5 million passenger journeys recorded for all open access operators combined, which is a 9% increase compared with the same quarter in the previous year. This is largely driven by an increase in journeys for Heathrow Express.

Franchised passenger journeys by ticket type

There were 54.1 million franchised[1] passenger journeys made using Season tickets in the latest quarter. This is an 8% increase on the 49.9 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, the same as the 12% in the same quarter in the previous year and down from 16% five years ago.

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

Share of franchised passenger journeys made between July to September using ordinary and season tickets, 2020 to 2025 (Table 1222)

Ticket Type	July to September 2020	July to September 2021	July to September 2022	July to September 2023	July to September 2024	July to September 2025
Ordinary	84%	85%	87%	87%	88%	88%
Season	16%	15%	13%	13%	12%	12%

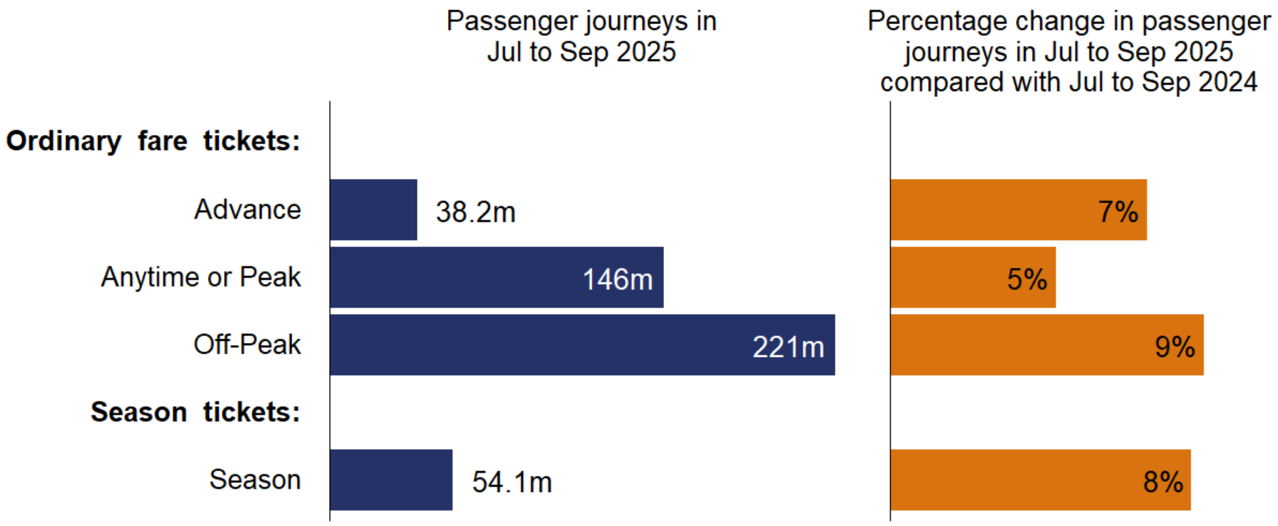
There were 411 million journeys made using ordinary fare tickets in the latest quarter. This is an 8% increase compared with the 381 million journeys made in the same quarter in the previous year. Journeys using all ordinary fare ticket types increased compared with the

[1] 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).

same quarter in the previous year. Off-Peak tickets had the largest percentage increase (up 9%) with 221 million journeys in the latest quarter, compared with 204 million in the previous year. Journeys using Advance and Anytime or Peak tickets also increased by 7% and 5% respectively.

Figure 1.2 Usage increased for all franchised ticket types

Franchised passenger journeys in July to September 2025 and percentage change compared with July to September 2024, by ticket type (Table 1222)



Note: 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

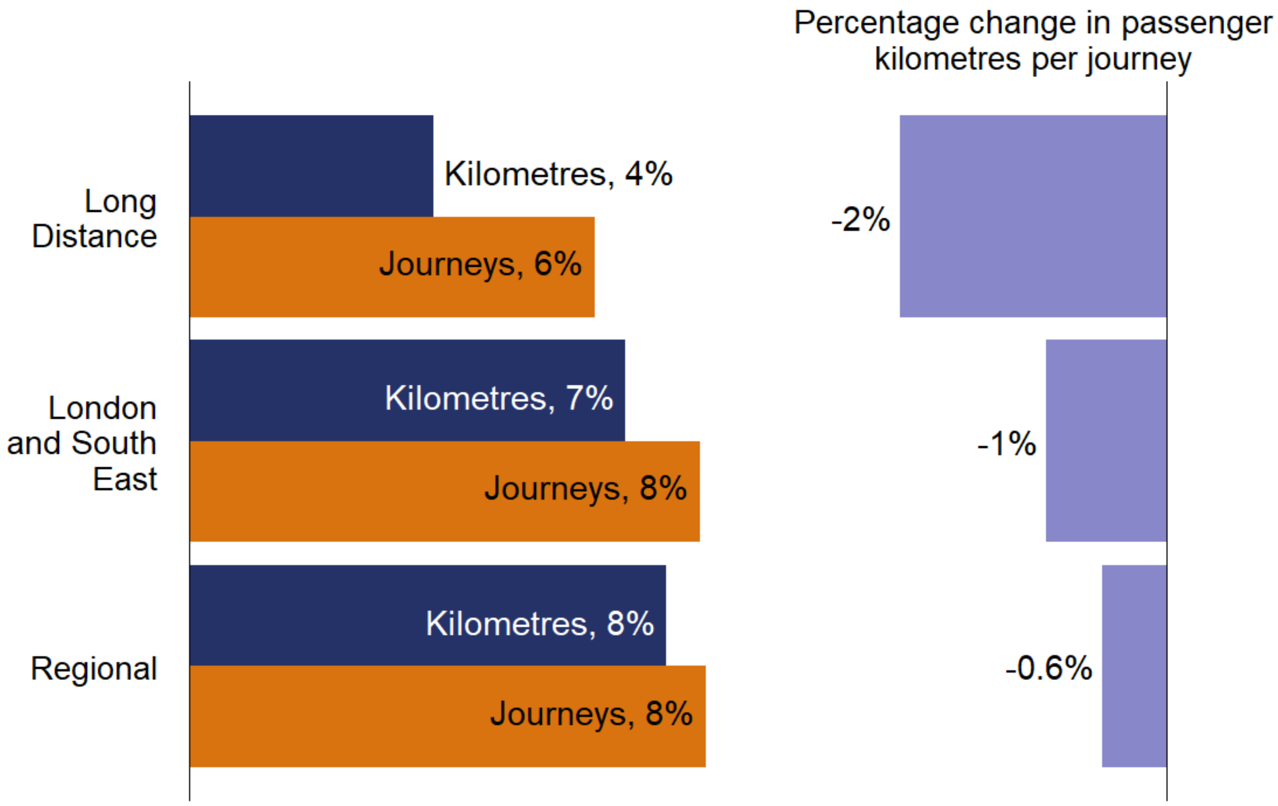
Passenger kilometres by sector and operator

In the latest quarter, there were 17.6 billion passenger kilometres travelled in total in Great Britain. This is a 6% increase compared with the 16.7 billion travelled in the same quarter in the previous year.

In each of the three franchised sectors, there was an increase in the kilometres travelled, with the Regional sector (up 8%) recording the largest increase compared with the same quarter in the previous year. For all sectors, there was a larger increase in journeys than kilometres. The average passenger journey length for Long Distance operators decreased by 2%, with smaller decreases for London and South East and the Regional sector of 1% 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 July to September 2025 compared with July to September 2024 (Tables 1221 and 1231)

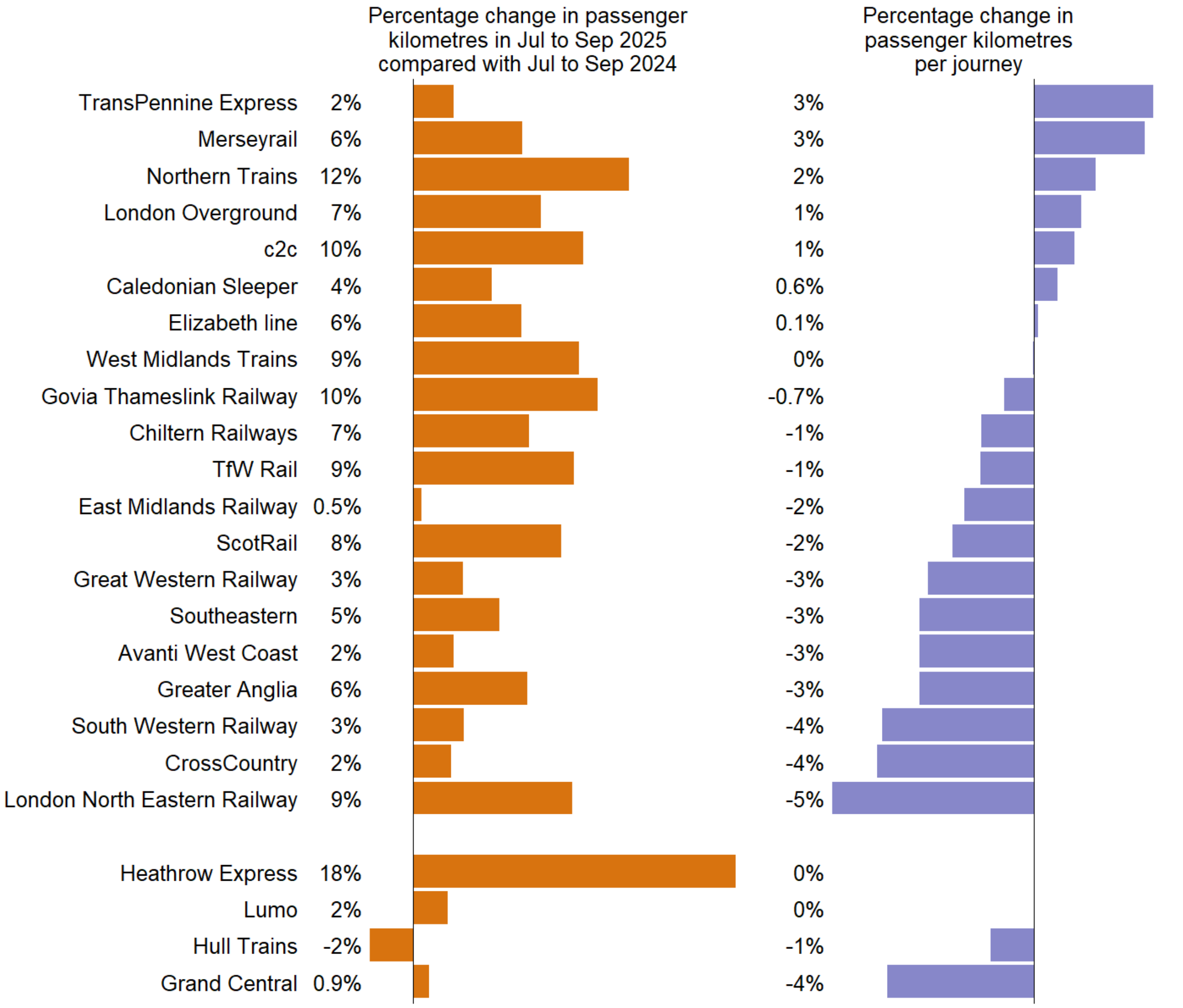


All operators except for Hull Trains (down 2%) reported an increase in passenger kilometres compared with the same quarter in the previous year, with Heathrow Express (up 18%), Northern Trains (up 12%) and Govia Thameslink Railway (up 10%) recording the greatest increases.

Passenger kilometres travelled per journey increased for seven of the 24 operators in the latest quarter compared with the previous year. TransPennine Express and Merseyrail recorded the largest increases in passenger kilometres per journey (each up 3%) followed by Northern Trains (up 2%). Fourteen operators recorded decreases in kilometres travelled, with London North Eastern Railway (down 5%) recording the greatest decrease, followed by Grand Central, CrossCountry and South Western Railway (down 4%). Heathrow Express, Lumo and West Midlands Trains recorded no change.

Figure 2.2 Passenger kilometres per journey decreased for 14 operators compared with the same quarter in the previous year

Percentage change in passenger kilometres and kilometres per journey, by operator, in July to September 2025 compared with July to September 2024 (Tables 1223 and 1233)



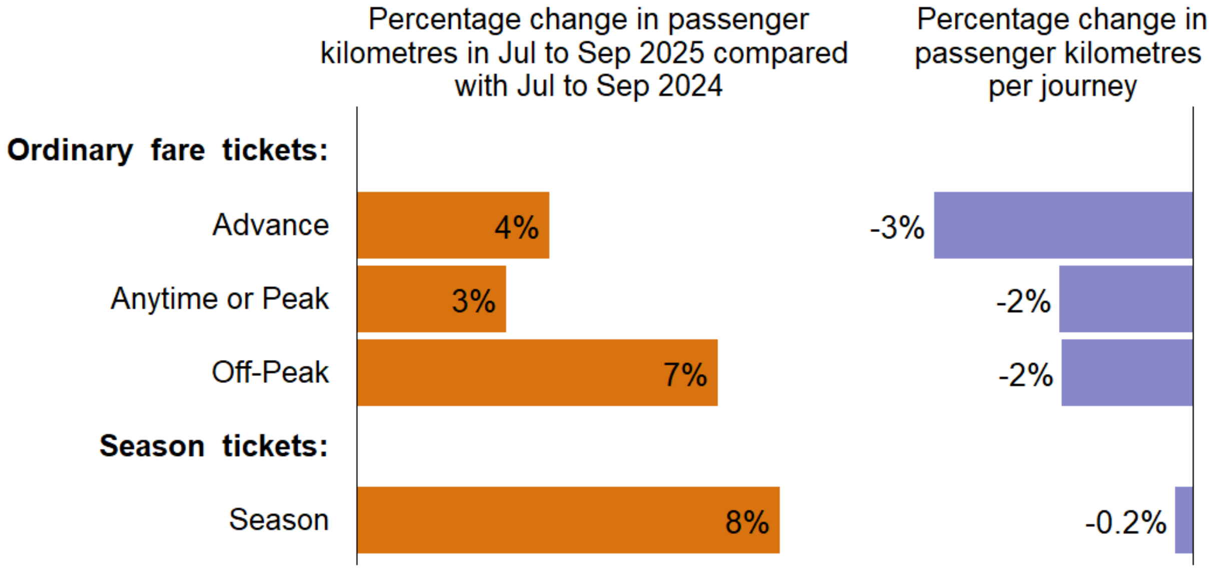
Passenger kilometres by ticket type

In the latest quarter, passenger kilometres travelled increased for all franchised ticket types (excluding the 'Other' ticket type), compared with the same quarter in the previous year. Off-Peak had the largest percentage increase, up 7% to 7.6 billion from 7.1 billion in the same quarter in the previous year, followed by Advance (up 4%) and Anytime or Peak tickets (up 3%). There was a reduction in the average journey length for all ticket types, with Advance tickets recording a 3% decrease followed by Anytime or Peak tickets and Off-Peak (both down 2%).

Season tickets recorded an 8% increase in passenger kilometres and a 0.2% decrease in average journey length compared to the same quarter in the previous year.

Figure 2.3 Passenger kilometres increased for all ticket types

Percentage change in franchised passenger kilometres and kilometres per journey, by ticket type, in July to September 2025 compared with July to September 2024 (Tables 1222 and 1232)



Note: 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 (July to September 2025), 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. The March 2025 cap for England and Wales regulated fares was set at 4.6%, 0.3 percentage points below the cap set in March 2024 (4.9%). In Scotland, all ScotRail fares increased by 3.8% on 1 April 2025, down from the 8.7% increase in April 2024 after previously being frozen during the pandemic. The average annual change across all rail fares in March 2025 was 5.1%. This means, in real terms, the average cost of rail tickets increased. See our Rail fares index statistics for more information.

Passenger revenue by sector

In the latest quarter, total passenger revenue in Great Britain was £3.2 billion. Adjusted for inflation, this is 6% more than the £3.0 billion generated in the same quarter in the previous year.

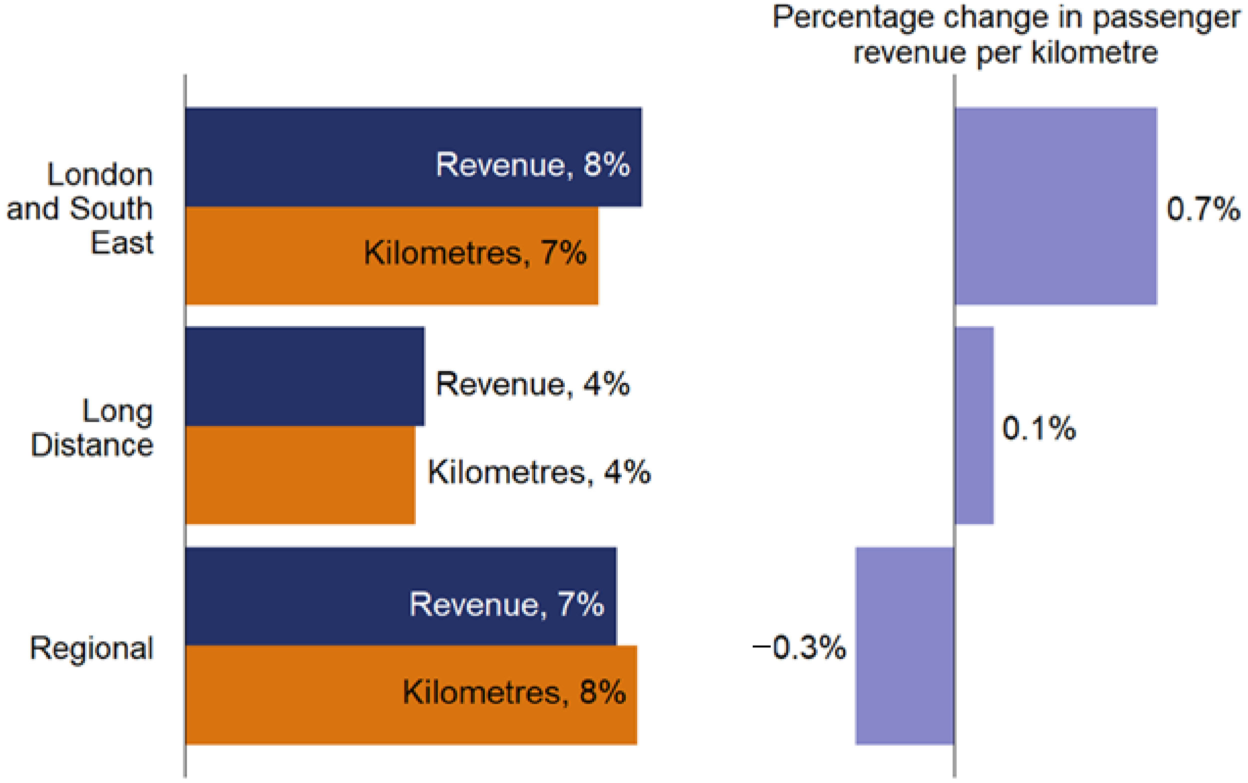
Passenger revenue per journey across all operators was £6.88 in the latest quarter, a 2% decrease compared with the £6.99 in the same quarter in the previous year. Passenger revenue per kilometre was 18.2 pence, unchanged from the same quarter in the previous year.

With a total revenue of £1.6 billion, London and South East remained the largest sector in the latest quarter and recorded the largest increase in revenue, up 8% on the £1.5 billion in the same quarter in the previous year. The Regional sector recorded a total revenue of £517 million, up 7% on the £482 million in the same quarter in the previous year. Long Distance operators recorded revenues of £1.0 billion, up 4% on the £978 million recorded in the same quarter in the previous year. Passenger revenue per kilometre increased for the London and South East and Long Distance sectors and decreased for the Regional sector.

Across franchised passenger operators, total passenger revenue was £2.9 billion in the latest quarter (up 6%), compared with £2.7 billion in the previous year. Franchised passenger revenue per journey was £6.78 in the latest quarter. This is a 2% increase from the £6.63 in the previous year. Passenger revenue per kilometre increased by 0.4% to 18.3 pence, from 18.2 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 July to September 2025 compared with July to September 2024 (July to September 2025 prices; Tables 1231 and 1211)



Open access operators accounted for 2% of total Great Britain passenger revenue. Their total passenger revenue was £65.4 million in the latest quarter, a 1% increase on the £64.8 million in the same quarter the previous year. Passenger revenue per journey was £26.59, which was 8% less than the £28.77 in the previous year. Passenger revenue per kilometre was 15.9 pence, 1% less than the 16.0 pence in the previous year.

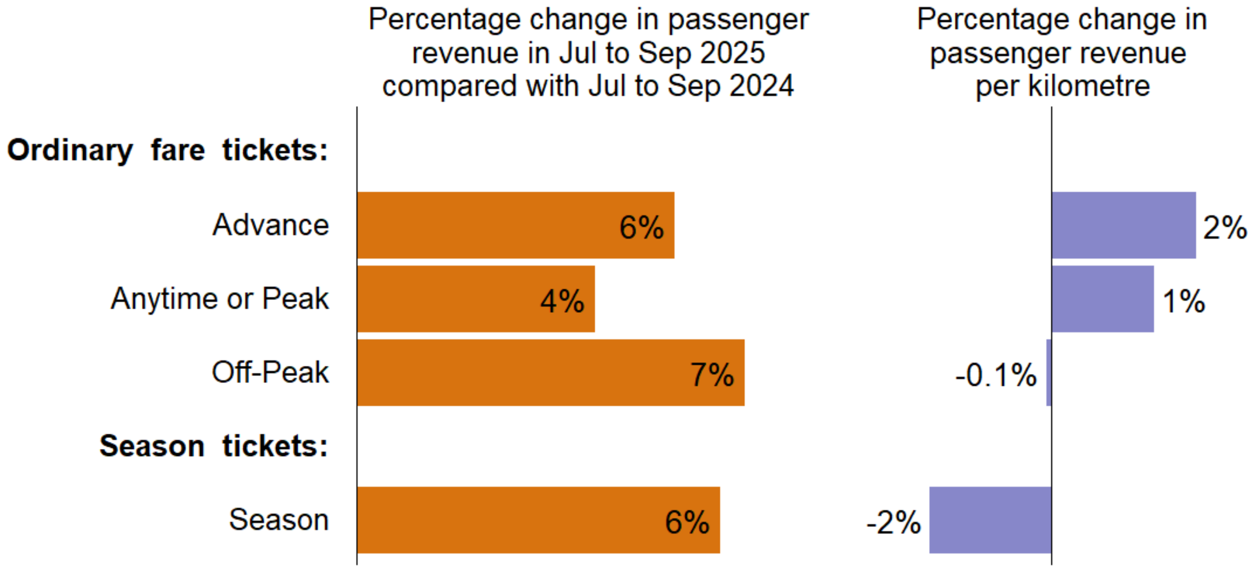
Passenger revenue by ticket type

In the latest quarter, a total of £2.9 billion was generated across all ordinary fare tickets, an increase of 6% compared with the £2.7 billion in the same quarter in the previous year. The percentage increase in revenue varied across all franchised ticket types. Off-Peak ticket revenue increased by 7% compared with the previous year, followed by Advance tickets (up 6%) and Anytime or Peak tickets (up 4%). Season tickets also generated more revenue in the latest quarter, with £231 million compared with £217 million in the same quarter the previous year (up 6%).

Advance (up 2%) and Anytime or Peak tickets (up 1%) saw an increase in revenue per kilometre compared to the same quarter in the previous year, with Off-Peak tickets recording a decrease of 0.1%. Revenue per kilometre decreased 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 July to September 2025 compared with July to September 2024 (July to September 2025 prices; Tables 1232 and 1212



Note: 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.

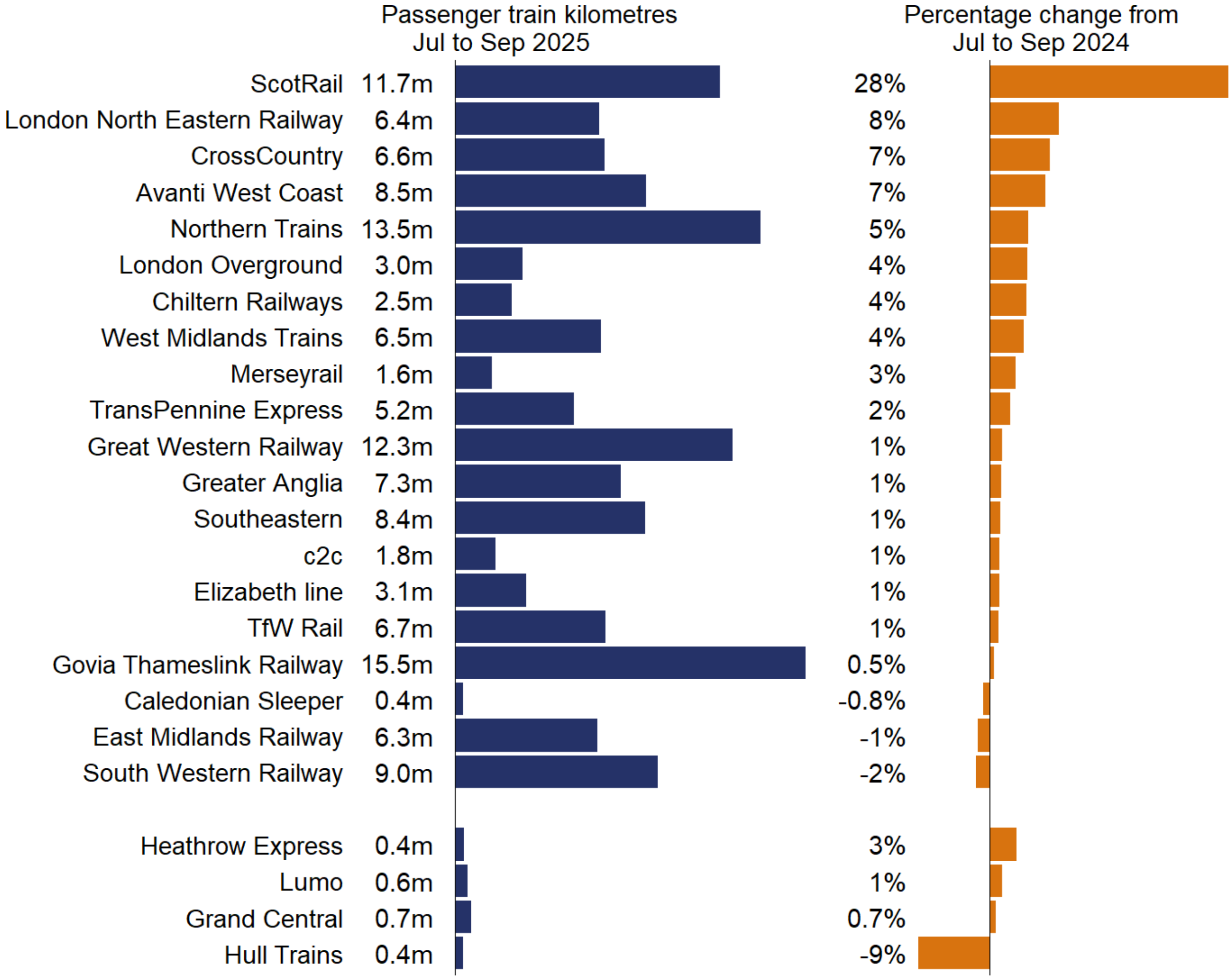
4. Passenger train kilometres

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, there were 138 million passenger train kilometres travelled. This is a 4% increase on the 133 million recorded in the same quarter in the previous year.

Compared with the same quarter in the previous year, Hull Trains recorded the largest decrease (down 9%), followed by South Western Railway (down 2%) and East Midlands Railway (down 1%). ScotRail (up 28%) recorded the largest increase in passenger train kilometres travelled. The large increase was due to a [reduced timetable implemented from July to October 2024](). This was followed by London North Eastern Railway (up 8%), CrossCountry and Avanti West Coast (both up 7%).

Figure 4.1 Most operators recorded an increase in passenger train kilometres

Passenger train kilometres by operator, July to September 2025, and percentage change from July to September 2024 (Table 1243)



5. Passenger vehicle kilometres

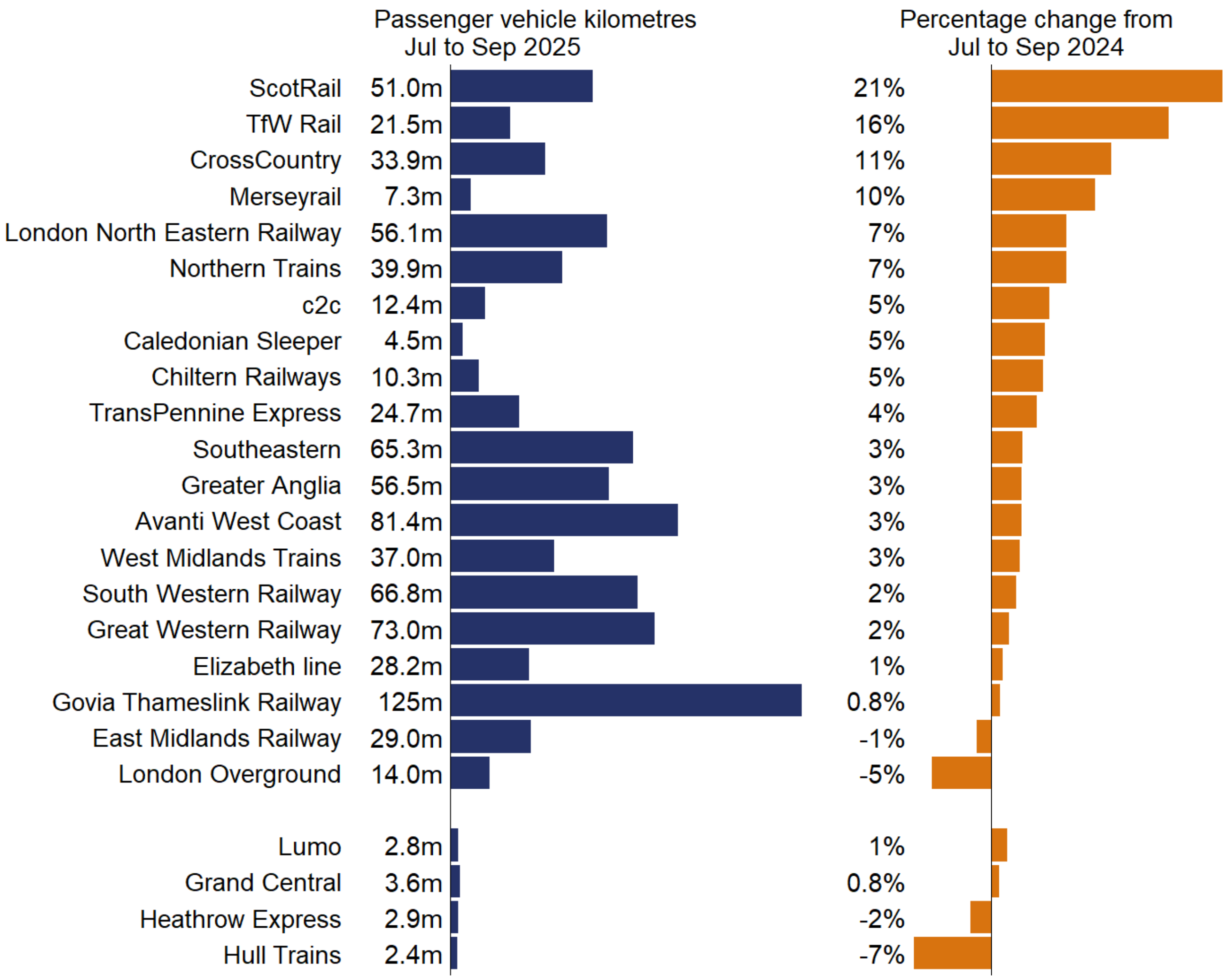
Passenger vehicle kilometres include both the distance covered by locomotives and the carriages they transport. In the latest quarter, there were 850 million passenger vehicle kilometres operated. This is a 4% increase on the 816 million kilometres in the same quarter in the previous year.

ScotRail recorded the largest increase in vehicle kilometres (up 21%), compared with the same quarter in the previous year. There were also notable increases for TfW Rail (up 16%) and CrossCountry (up 11%).

There was a reduction in vehicle kilometres operated for four operators. The largest reduction was recorded by Hull Trains (down 7%), followed by London Overground (down 5%) and Heathrow Express (down 2%).

Figure 5.1 Most operators recorded an increase in passenger vehicle kilometres

Passenger vehicle kilometres by operator, July to September 2025, and percentage change from July to September 2024 (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] statistics, 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.
- **Average passenger journey length** can be calculated by dividing the total number of passenger kilometres travelled by the total number of passenger journeys.
- The data presented in this release is for **mainline operators** in Great Britain. The data does 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[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 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.

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

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 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. For April 2024 to March 2025, only data from April to May was available from TfL, so we incorporated an adjustment to estimate the number of journeys in June.

From July 2024 onwards, we have used the percentage overstatement of LENNON journeys used for June 2024 and applied that to the LENNON journey numbers to generate an estimate of Elizabeth line journeys. To generate the point-to-point journey data, we attributed Elizabeth line journey data based on the distribution of journeys made using actual TfL data from the previous year. Having calculated the point-to-point journey data, we used our passenger kilometre matrix to calculate the passenger kilometres associated with those journeys. 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.

Data presented in this release is correct at the time of publication but may change due to subsequent revisions.

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 ORR 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 previously published rail related news, including quarterly statistics on the breakdown of journey types into leisure and business.

European comparisons

Data on passenger journeys by European country is published by Eurostat. Data on other measures of passenger usage are published in the IRG-Rail thirteenth 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. Alternatively, you can contact OSR by emailing 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; Rail infrastructure and assets; Rail environment; Regional rail usage**; one biannual publication: **Passenger rail service complaints;** and three quarterly publications: **Passenger rail performance; Freight rail usage and performance; Passenger rail usage.**

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 trends (formerly Rail statistics compendium);** one biannual publication: **Passenger lifts at stations** (official statistics in development); 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.

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