

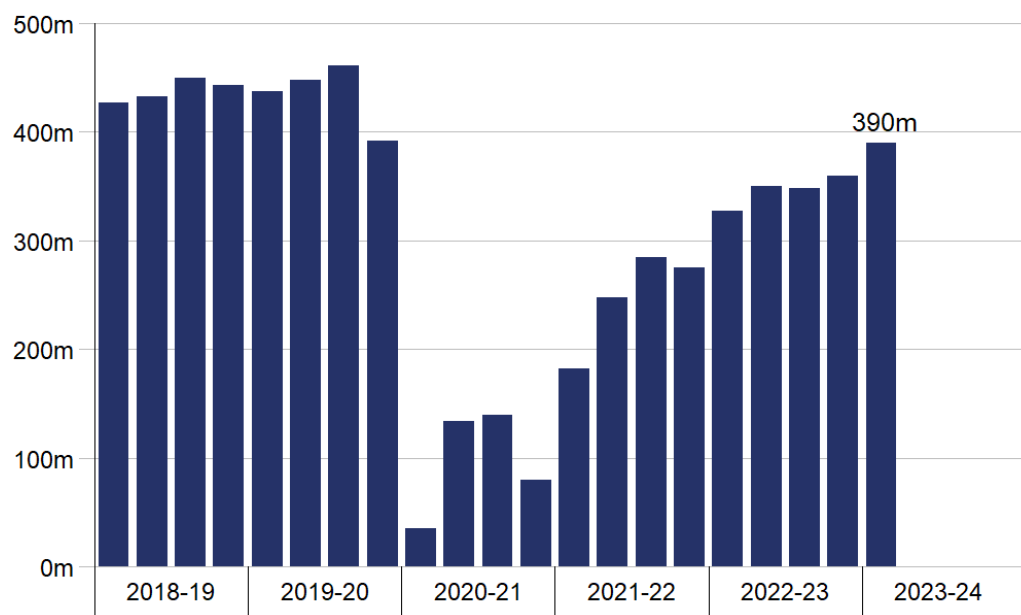
Passenger rail usage April to June 2023

9 November 2023

A total of **390 million journeys** were made by rail passengers in Great Britain in the latest quarter (1 April to 30 June 2023). This is a 19% increase on the 328 million journeys in the same quarter in the previous year (1 April to 30 June 2022). There were **1,447 million journeys** in the year to 30 June 2023. This is a 5% increase on the 1,385 million journeys made in the previous 12 months (April 2022 to March 2023).

Figure 1 Passenger journeys have increased in seven of the last nine quarters

Passenger journeys, Great Britain, quarterly data, 1 April 2018 to 30 June 2023



A total of **14.9 billion passenger kilometres** were travelled in Great Britain in the latest quarter. This is a 10% increase on the 13.5 billion passenger kilometres travelled in the same quarter in the previous year.

Total **passenger revenue** was **£2.6 billion** in the latest quarter. This is a 10% increase on the £2.3 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 and further information on key procedures can be found in the [Quality and methodology report](#).

Background:

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

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

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

To account for **inflation**, historic quarterly revenue data have been adjusted to April to June 2023 prices using the Consumer Prices Index.

Latest quarter: 1 April to 30 June 2023

Contents:

- Journeys – p4
- Kilometres – p7
- Revenue – p10
- Train kilometres – p13
- Vehicle kilometres – p14
- Annexes – p15

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Context for these statistics

Recovery from the coronavirus (COVID-19) pandemic

This statistical release discusses passenger rail usage trends for the latest quarter (1 April 2023 to 30 June 2023). The underlying data can be found in the data tables on the [data portal](#). During the pandemic, statistics in this release were presented in comparison to the same quarter pre-pandemic. However, due to changes to the rail infrastructure and usage patterns since the pandemic, comparisons from April 2023 onwards will focus on year-on-year changes instead. In some instances, there will continue to be pre-pandemic comparisons, primarily when discussing changes at the national level.

New Elizabeth line infrastructure

Since services on the central section of the Elizabeth line started running in May 2022, there has been a significant uplift in journeys counted in LENNON. Before May 2022, Elizabeth line services were operated under 'TfL Rail' branding, which ran between Paddington and Reading or Heathrow Airport, and between Liverpool Street and Shenfield. These journeys were direct replacements for previous National Rail services and were counted 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 339 million journeys in the latest quarter, which equates to 80% of the 424 million journeys in April to June 2019 (pre-pandemic). With the Elizabeth line included, the relative usage was 89% compared to pre-pandemic.

Correction to Elizabeth line overestimate of journeys and kilometres

In the previous quarterly statistical release, passenger journey and kilometre data for the Elizabeth line and Great Britain were marked as provisional due to a technical issue in LENNON (see Annex 2 for more information). As of this release, we have updated the data for the previous four quarters.

The technical issue resulted in overestimates for Elizabeth line passenger journeys and passenger kilometres (revenue data was not affected). From analysis using data provided by Transport for London (TfL) (which is unaffected), the impact of the issue worsened during the last financial year as more services were introduced on the Elizabeth line. The overestimation of passenger journeys was up to 20% for the first half of the year and up to

40% for the second half. This consequently overestimated national usage by 4% for the whole year (April 2022 to March 2023).

We have worked with TfL and Rail Delivery Group (RDG) to adjust the data from LENNON to more accurately reflect the actual number of journeys and kilometres travelled. In this statistical release, we have updated the affected data to now be in line with the data provided by TfL. For more information on the correction methodology, please see the [Quality and methodology report](#).

Strike action

In the latest quarter, there were five 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 47.6% to 61.7% 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 the number of passenger journeys are primarily based on ticket sales, there are a number of limitations that users should be aware of, see Annex 1 of this statistical release and the associated Quality and Methodology report for more information. In particular, some train operators' journeys may be overestimated due to the impact of passengers buying 'split tickets' (this is where a passenger completes a single journey using two or more tickets). RDG estimate that overall, split tickets accounted for around 5% of passenger journeys between April 2022 and March 2023 (it was around 3% 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.

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.

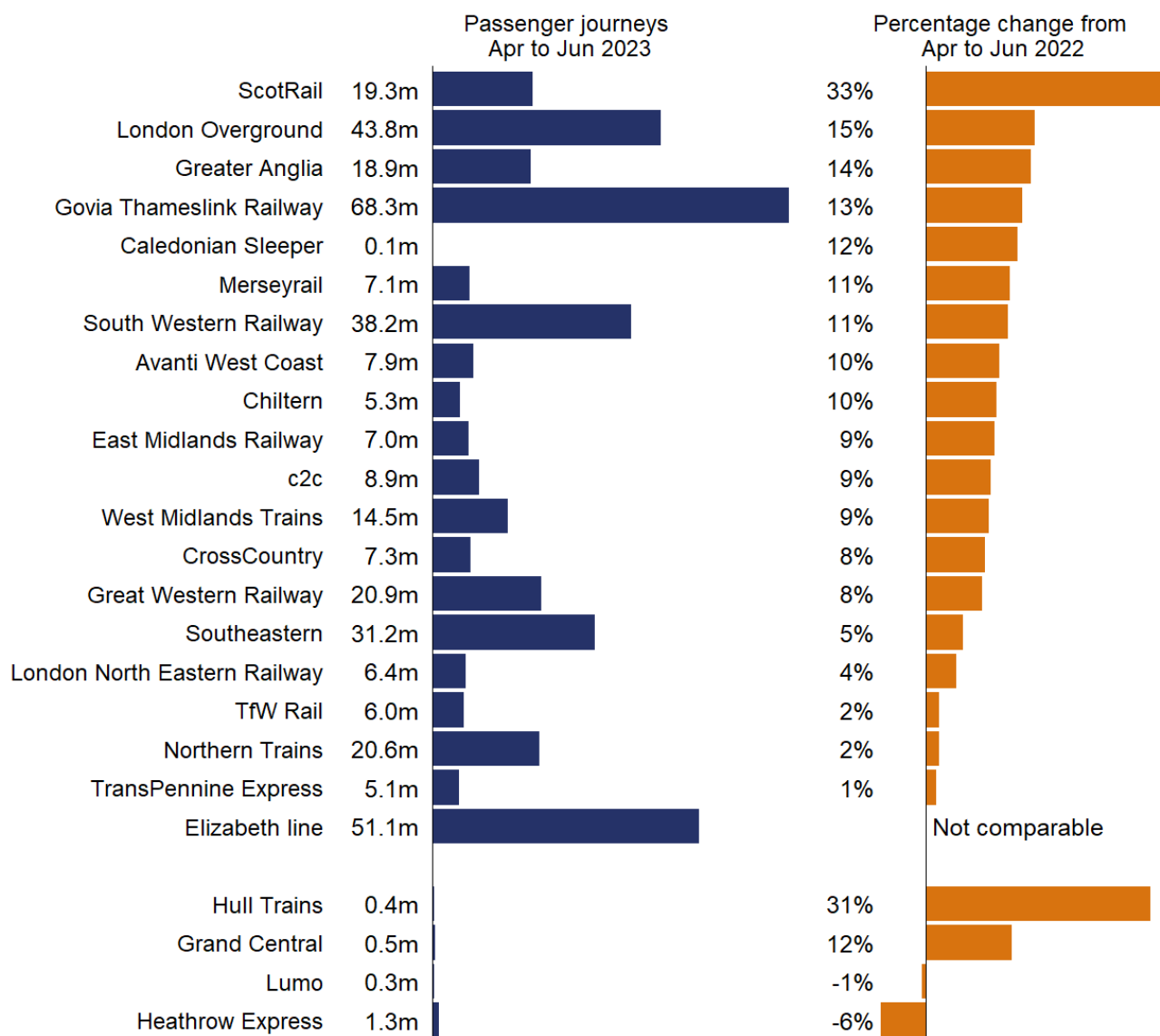
1. Passenger journeys

Passenger journeys by sector and operator

In the latest quarter (1 April to 30 June 2023), there were 390 million passenger journeys made in Great Britain. This is a 19% increase on of the 328 million journeys in the previous year. Passenger journeys are still less than pre-pandemic levels, at 89% relative to the 437 million in the same quarter four years ago (April to June 2019).

Figure 1.1 All franchised operators had a greater number of passenger journeys than the previous year

Passenger journeys by operator, April to June 2023, and the percentage change from April to June 2022 (Table 1223)



The central section of the Elizabeth line opened on 24 May 2022, halfway through the April to June 2022 quarter. Therefore, a comparison to the previous year is not presented for the Elizabeth line due to the substantial [change in services](#). To demonstrate the extent of this, in the latest quarter there were 84 thousand Elizabeth line services planned, a 38% increase compared with the 61 thousand in the previous year ([Table 3123](#)). This in part drove a 134% increase in passenger journeys compared with the same quarter in the previous year.

Many of the journeys made using the new Elizabeth line infrastructure were previously made using other methods of public transport in London, such as the London Underground or Docklands Light Railway. However, a recent TfL [board paper \(Elizabeth Line Passenger Usage Insight - section 6\)](#) suggested that around 30% of the Elizabeth line journeys were 'new' demand, i.e. generated trips which would not have been made without the existence of the Elizabeth line, or mode shift from non-public transport.

Only Lumo and Heathrow Express had a lower number of passenger journeys compared with the previous year. However, the totals for both operators were still relatively similar to the previous year, with a reduction of 1% and 6% respectively. ScotRail was operating on a reduced timetable from 23 May to 15 July 2022, therefore the increase in passenger journeys seen in the latest quarter (up 33%) partly reflects the return to usual services.

The London and South East sector recorded 276 million journeys in the latest quarter, making it the largest sector, by number of journeys. This was a 24% increase on the 223 million journeys in the same quarter in the previous year. The Long Distance sector recorded 33 million journeys in the latest quarter, an increase of 8% compared with the 31 million in the previous year. The Regional sector recorded 79 million journeys, a 10% increase on the 72 million journeys recorded in the previous year.

There were 2.4 million passenger journeys recorded for all open access operators combined, which is a slight increase (up 2%) compared with the same quarter in the previous year.

Franchised passenger journeys by ticket type

There were 49 million franchised¹ passenger journeys made using Season tickets in the latest quarter. This is a 5% increase on the 47 million journeys made in the same quarter in the previous year. Likewise, Advance, Anytime or Peak and Off-Peak tickets all had increases in journey numbers compared with the previous year. However, season tickets

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).

have continued to decline in their overall share of journeys, with 13% of franchised journeys being made with season tickets in the latest quarter.

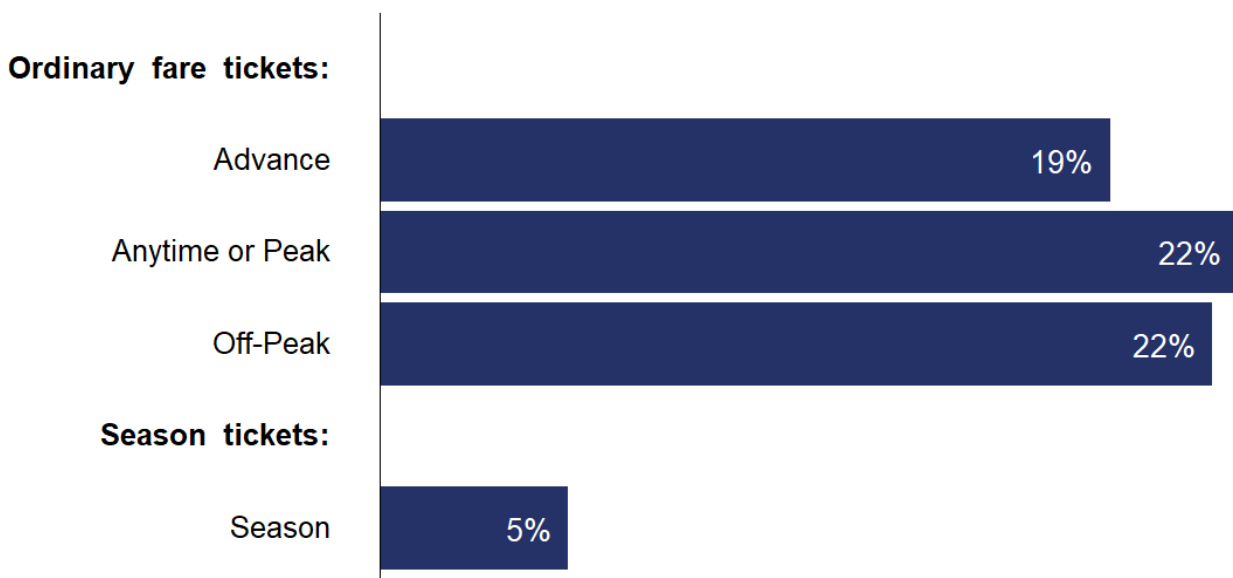
Table 1.1 The share of journeys made using season tickets has decreased

Share of franchised passenger journeys made between April and June using ordinary and season tickets, 2020 to 2023 (Table 1222)

Ticket Type	April to June 2020	April to June 2021	April to June 2022	April to June 2023
Ordinary	71.0%	82.2%	85.5%	87.3%
Season	29.0%	17.8%	14.5%	12.7%

Figure 1.2 All ticket types saw an increase in journeys

Percentage change in franchised passenger journeys, by ticket type, April to June 2023 compared with April to June 2022 (Table 1222)



Total ordinary tickets and other ticket types are excluded, as these include refunds and other miscellaneous tickets, which can lead to negative numbers. However, this data can be found in Table 1222.

2. Passenger kilometres

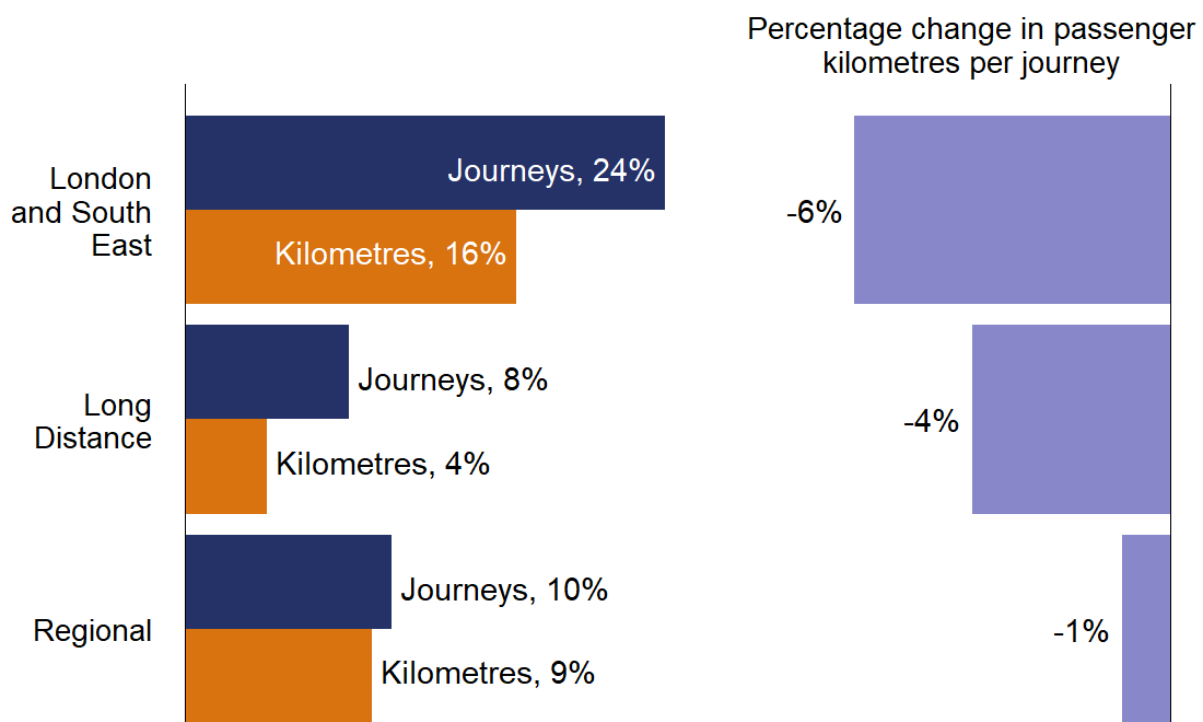
Passenger kilometres by sector and operator

In the latest quarter (April to June 2023), there were 14.9 billion passenger kilometres travelled in total in Great Britain. Compared with the 13.5 billion travelled in the same quarter in the previous year, this represents a 10% increase. Passenger kilometres travelled are still less than pre-pandemic levels, at 86% of the 17.3 billion in the same quarter four years ago (April to June 2019).

In each of the three sectors, there was an increase in the number of kilometres travelled. However, in all cases the increase was less than the increase recorded in journeys. Therefore, all sectors also experienced a reduction in the average journey length (kilometres per journey) in the latest quarter, when compared with the previous year. The largest disparity was in London and South East, where there was a 24% increase in journeys but only a 16% increase in kilometres travelled, partly driven by the opening of the central section of the Elizabeth line, which resulted in a 6% decrease in average journey length.

Figure 2.1 Average journey lengths in all sectors were shorter compared with the previous year

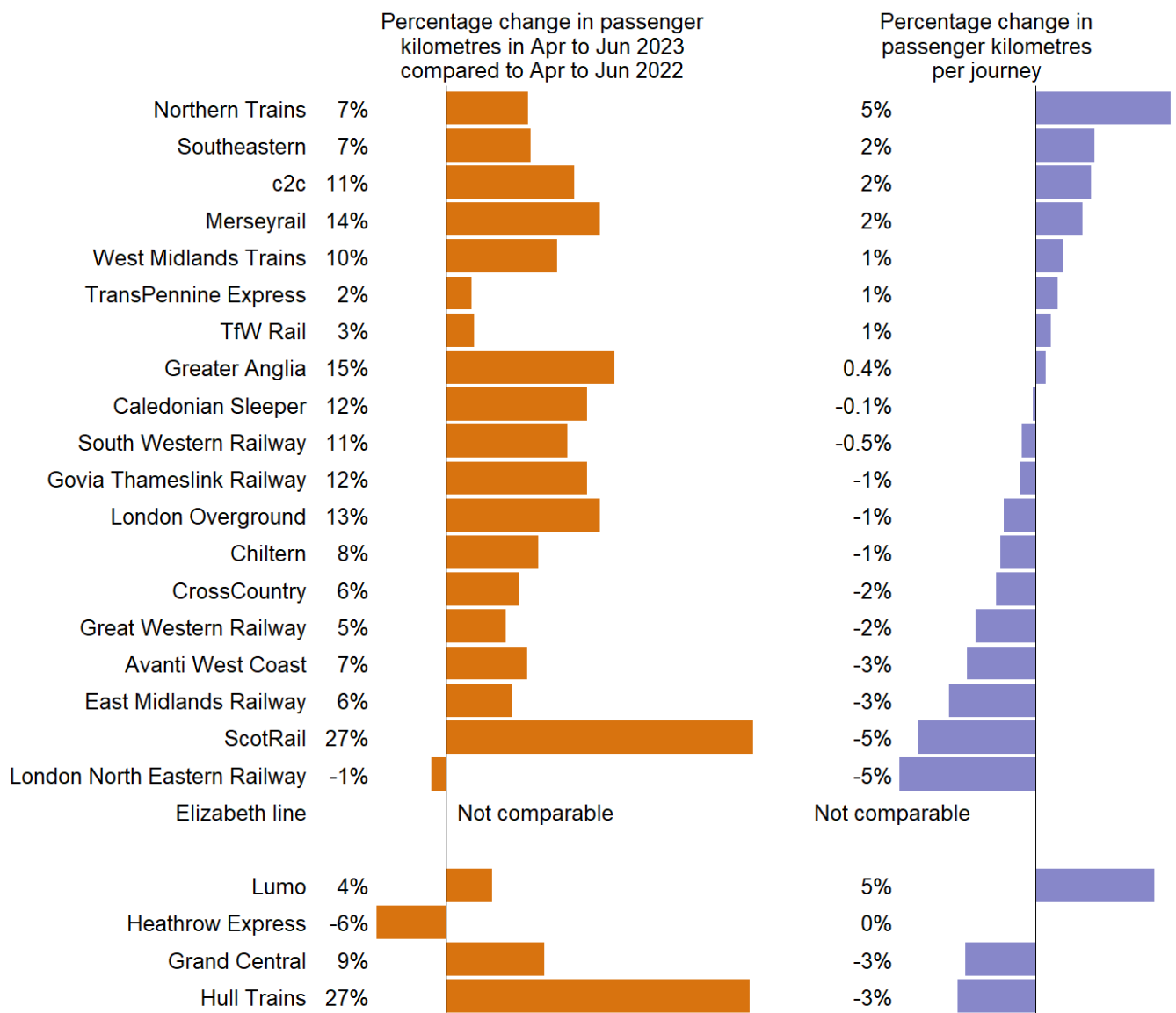
Percentage change in franchised passenger journeys, kilometres and kilometres per journey, by sector, in April to June 2023 compared with April to June 2022 (Tables 1221 and 1231)



London North Eastern Railway recorded a 1% reduction in passenger kilometres. However, they had a 4% increase in the number of journeys (see Section 1). This resulted in the largest reduction in average journey length, at 5% less than the previous year. This reduction is likely to be in part due to split ticketing. Conversely, Northern Trains showed the largest increase in average journey length, due to a relatively unchanged number of journeys (a 2% increase) and a 7% increase in passenger kilometres. Between April and June 2023, Lumo had 158 million passenger kilometres, which is 4% more than the 152 million in the previous year.

Figure 2.2 Nine operators had a longer average journey length compared with the previous year

Percentage change in passenger kilometres and kilometres per journey, by operator, in April to June 2023 compared with April to June 2022 (Tables 1223 and 1233)



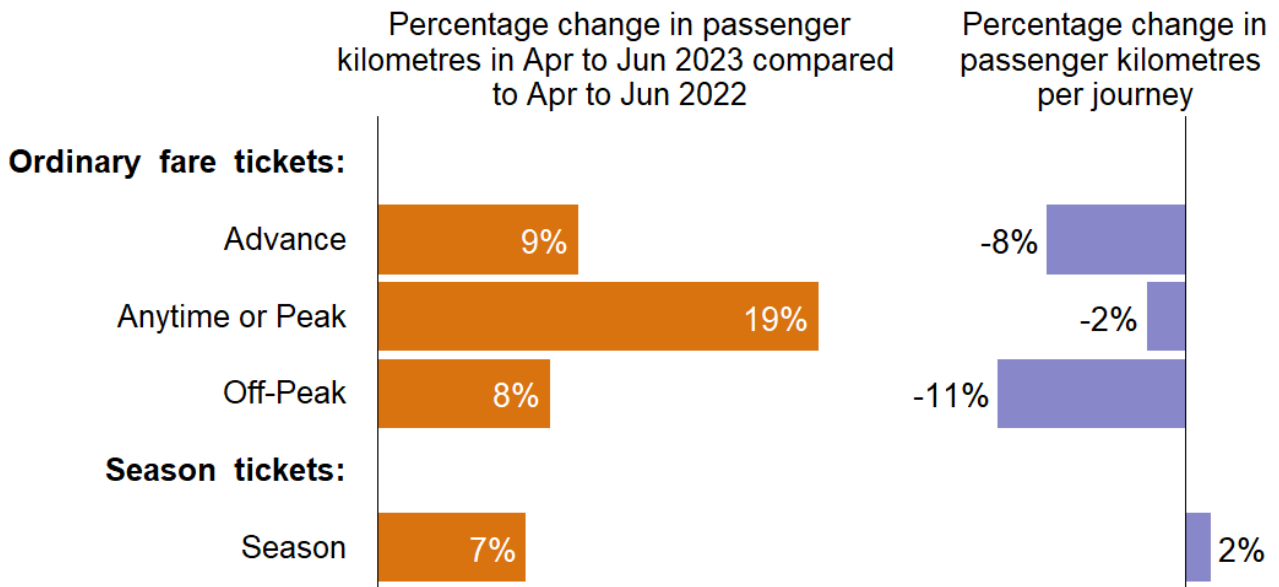
Passenger kilometres by ticket type

In the latest quarter, all ticket types showed an increase in the number of passenger kilometres travelled, compared with the same quarter in the previous year. Anytime or Peak tickets saw the largest increase in kilometres travelled. The 2.9 billion kilometres travelled in the latest quarter were 19% greater than the 2.4 billion recorded in April to June 2022. In the future, this growth may be reduced, as the Scottish Government plans to roll out the [Peak Fares Removal Pilot](#). This will likely increase the use of Off-Peak tickets, which in the latest quarter was 8% more than the previous year.

In the latest quarter there were reductions to the average journey length for all ordinary ticket types, with Off-Peak tickets showing the largest fall at 11%. However, season ticket average journey lengths increased by 2%. Nonetheless, these tickets continue to represent a diminishing volume of travel, recording a lower increase in kilometres travelled, at 7%, compared with ordinary ticket types.

Figure 2.3 Average journey lengths were shorter for all ordinary tickets

Percentage change in franchised passenger kilometres and kilometres per journey, by ticket type, in April to June 2023 compared with April to June 2022 (Tables 1222 and 1232)



Total ordinary tickets and other ticket types are excluded here, as these include refunds and other miscellaneous tickets and can lead to negative numbers. However, these data can be found in Table 1232.

3. Passenger revenue

To account for inflation, historic data has been adjusted to prices for the quarter, April to June 2023, 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 2023 cap for England and Wales regulated fares was linked to average earnings growth instead and [set at 5.9%](#). The average change in regulated fares from March 2023 was 5.6% (below the cap). Overall (regulated and unregulated combined), rail fares increased by 5.7%, this is lower than the 13.5% increase in the RPI over the same period, which means, in real terms the average cost of rail tickets decreased. See [Rail fares index 2023](#) statistical release for more information.

Passenger revenue by sector

In the latest quarter (April and June 2023), total passenger revenue in Great Britain was £2.6 billion. This was 10% more than the £2.3 billion generated in April to June 2022 (in April to June 2023 prices). However, this is still below pre-pandemic levels, at 78% of the £3.3 billion in the same quarter four years ago (April to June 2019).

Passenger revenue per journey was £6.55 in the latest quarter, down 7% from £7.07 in the same quarter in the previous year. Passenger revenue per kilometre was 17.2 pence, which is unchanged from the 17.2 pence in the previous year.

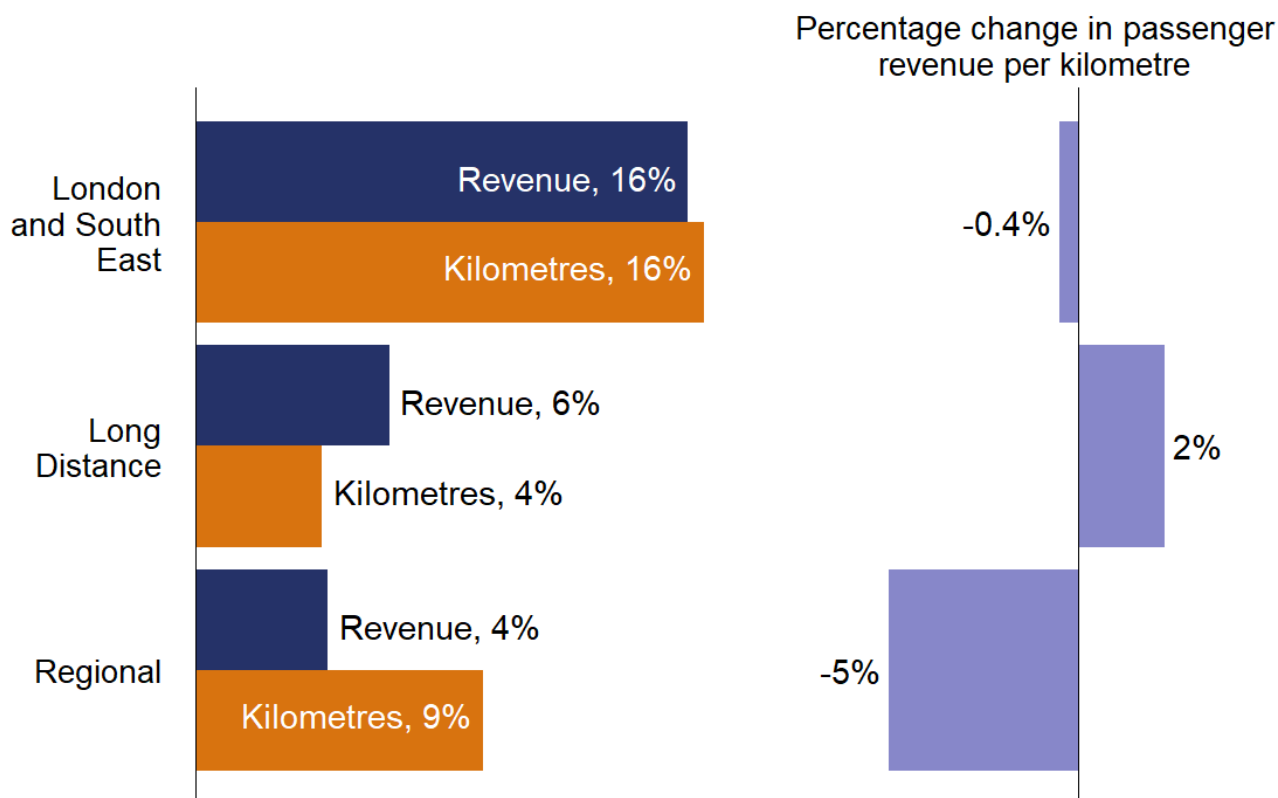
With total revenue of £1.3 billion, London and South East remained the largest sector in the latest quarter. It also recorded the largest growth, with a 16% increase compared with the £1.1 billion in the previous year. Conversely, the Regional sector showed the smallest increase with £394 million of revenue in the latest quarter being 4% greater than the £378 million in the previous year.

Across franchised passenger operators, the total passenger revenue was £2.5 billion in the latest quarter, which was 11% more than the £2.3 billion in the previous year.

Passenger revenue per journey was £6.43 in the latest quarter. This was 7% less than the £6.94 in the previous year. However, the passenger revenue per kilometre was 17.2 pence, which is unchanged from the previous year.

Figure 3.1 Revenue increased across all sectors in the latest quarter

Percentage change in franchised passenger revenue, kilometres and revenue per kilometre, by sector, in April to June 2023 compared with April to June 2022 (April to June 2023 prices; Tables 1231 and 1211)



Open access operators accounted for just 2% of the total GB revenue. Their total passenger revenue was £62 million in the latest quarter, which was 5% more than the £60 million in the previous year. Passenger revenue per journey was £25.78, which was a 3% increase on the £25.13 in the previous year. Passenger revenue per kilometre was 15.9 pence, which was 4% less than the 16.5 pence in the previous year.

Passenger revenue by ticket type

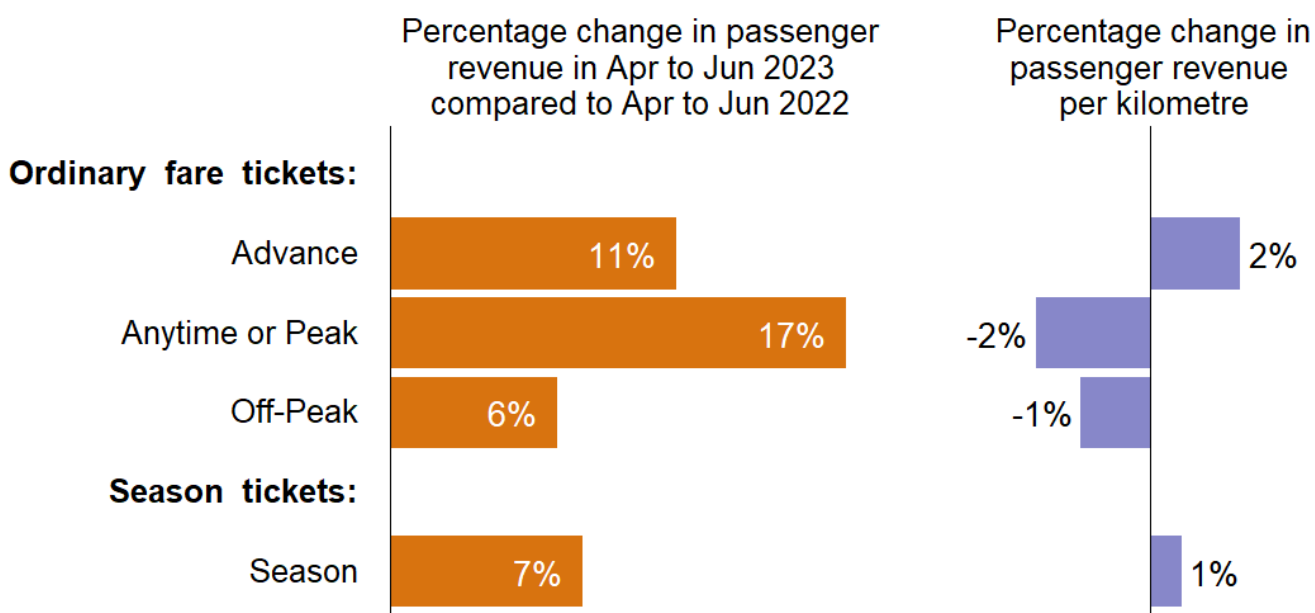
In the latest quarter, a total of £2.3 billion was generated across all ordinary tickets, which is an 11% increase compared with the £2.1 billion in the previous year. Of these, Anytime or Peak tickets saw the largest increase in franchised passenger revenue, with £790 million of total revenue in the latest quarter, a 17% increase on the £677 million in the previous year.

Season tickets also generated more revenue in the latest quarter, with £193 million compared with £180 million in the previous year, a 7% increase. However, Section 1 of this statistical release showed that season tickets accounted for only 13% of journeys, so the impact of this increase on the total is limited.

Overall, the change in revenue per kilometre was relatively small across all ticket types, with all increases or decreases being one or two percent.

Figure 3.2 Total revenue increased for all ticket types

Percentage change in franchised passenger revenue and revenue per journey, by ticket type, in April to June 2023 compared with April to June 2022 (April to June 2023 prices; Tables 1232 and 1212)



Total ordinary tickets and other ticket types are excluded, as these include refunds and other miscellaneous tickets and can lead to negative numbers.

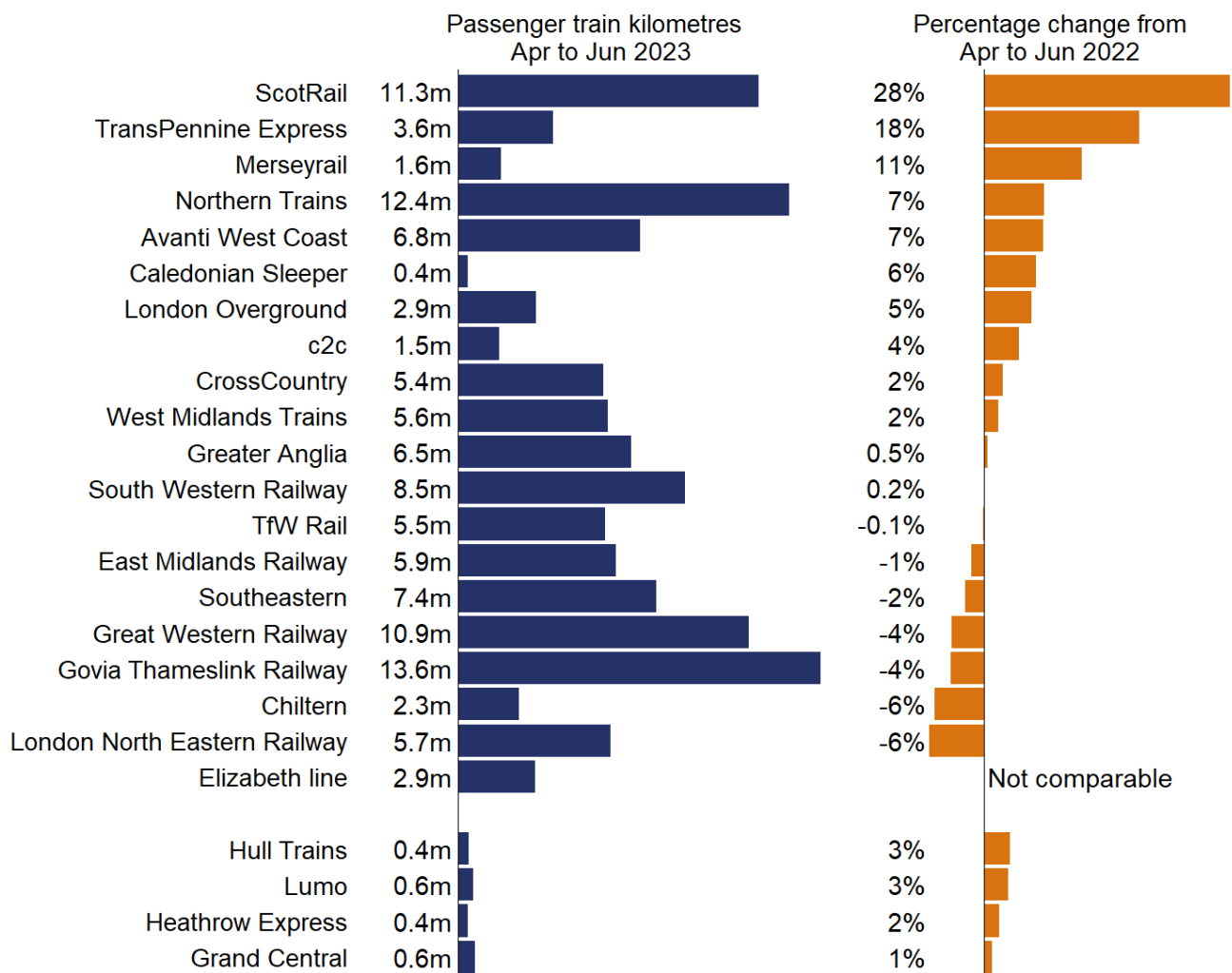
4. Passenger train kilometres

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 (April and June 2023), there were 123 million passenger train kilometres travelled. This is a 3% increase on the 119 million recorded in the same quarter in the previous year, but 87% of the 141 million in the same quarter four years ago (pre-pandemic).

Compared with the same quarter in the previous year, ScotRail recorded the largest increase in the number of passenger train kilometres travelled (up 28%). This was likely driven by ScotRail operating on a reduced timetable from 23 May to 15 July 2022.

Figure 4.1 Seven operators recorded fewer passenger train kilometres compared with the previous year

Passenger train kilometres by operator, April and June 2023, and percentage change from April and June 2022 (Table 1243)



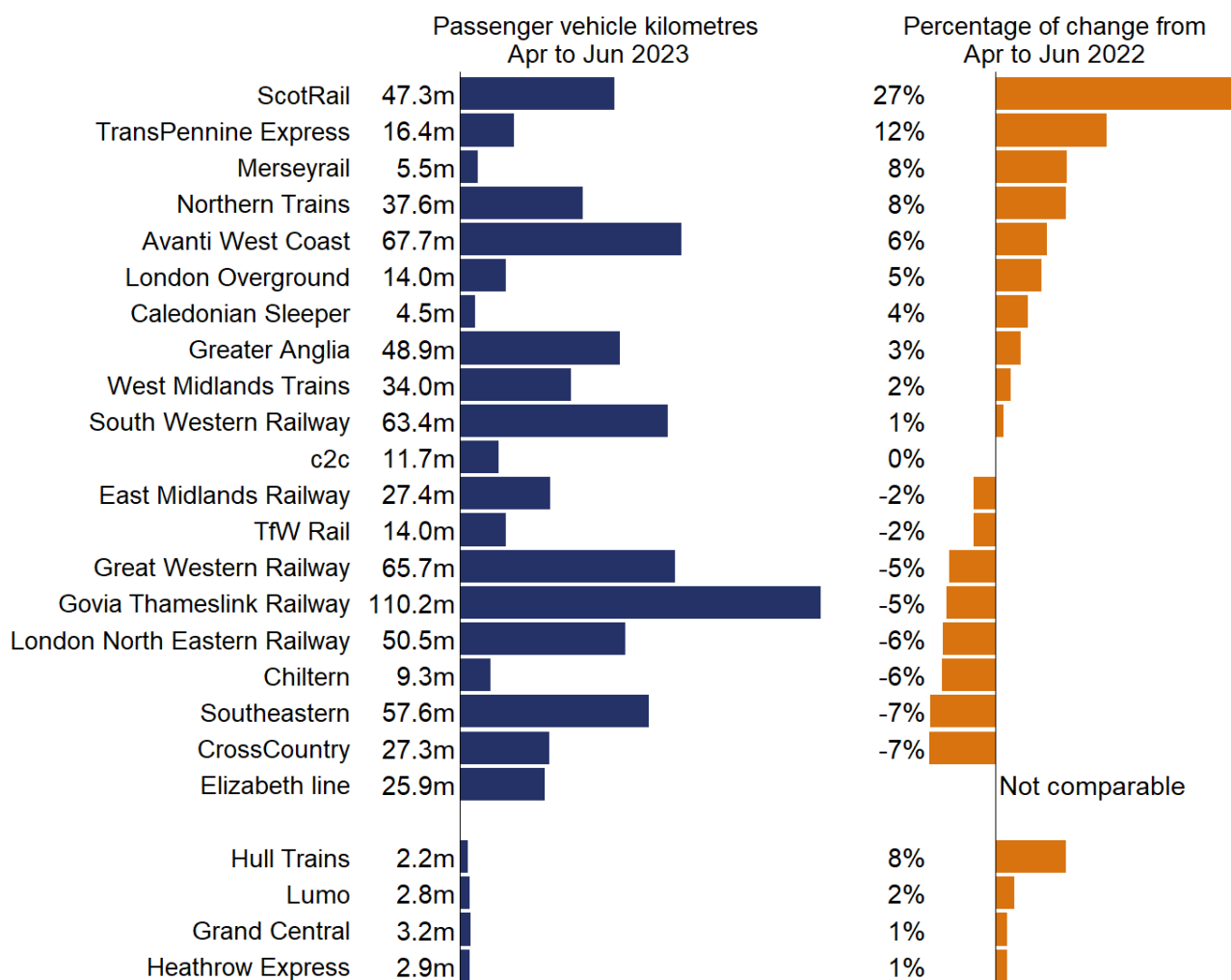
5. Passenger vehicle kilometres

Passenger vehicle kilometres include both the distance covered by locomotives and the carriages they transport. In the latest quarter (April to June 2023), there were 750 million passenger vehicle kilometres operated. This is a 0.7% increase on the 745 million kilometres in the same quarter in the previous year. However, this is still below pre-pandemic levels, at 90% of the 834 million four years ago (April to June 2019).

CrossCountry and Southeastern recorded the largest decreases in vehicle kilometres across all the operators, both down 7%. For Southeastern, this could be partially explained by a [3.3% reduction in trains planned](#). In the latest quarter, all open access operators increased their vehicle kilometres operated, compared with the previous year.

Figure 5.1 Eight operators recorded fewer passenger vehicle kilometres compared with the previous year

Passenger vehicle kilometres by operator, April and June 2023, and percentage change from April and June 2022 (Table 1253)



6. Annexes

Annex 1 – Definitions

- **Passenger journeys** are estimated using ticket sales data. For the purpose of these statistics, where travel requires one or more changes of train, each train used is counted as one journey. For example, a journey from Leicester to Manchester would be classed as two journeys due to the need to change trains. This differs from the definition used in the [Regional rail usage](#) statistical release, which would class this example as one journey. Furthermore, the estimates in both this publication and in Regional rail usage do not account for split ticketing. This is where two or more tickets are purchased to complete a single journey. In such cases, each ticket is counted individually in the passenger journey statistics.
- **Passenger kilometres** are calculated by multiplying the number of passenger journeys on a particular flow by the number of corresponding track kilometres between stations.
- **Passenger revenue** statistics include all ticket revenue and miscellaneous charges associated with passenger travel on national railways.
- **Passenger train kilometres** refers to the number of train kilometres 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 are for **mainline operators** in Great Britain. The data do not include Eurostar, London Underground, light rail, heritage and charter services. **Franchised operators** run services as part of contracts awarded by government (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 are also presented for three **sectors**:
 - **London and South East** – based on the British Rail Network South East services, this sector includes commuter trains in the London area and inter-urban services in South East England. It extends as far west as Bristol and Exeter (both

South Western Railway) and as far northwest as Kidderminster (Chiltern Railways). All Greater Anglia services are included in this sector for passenger rail usage purposes. Southeastern high speed services are included too.

- **Long Distance** – based on the British Rail InterCity services, this sector covers Long Distance services on the East Coast, West Coast, Midland, and Great Western mainlines. Some CrossCountry services are also included.
- **Regional** – based on the British Rail Regional Railways services, this sector covers other services. This includes both the ScotRail and TfW Rail² 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** – allow unlimited travel between two locations for a specified period (from a week up to a year). Such tickets are generally cheaper than daily return tickets for those travelling more than three times a week. The number of journeys estimated for a season ticket varies by the length of the period. For example, 480 journeys are assumed to have been made for each annual season ticket sold. 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

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

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 are sourced from the rail industry's LENNON (Latest Earnings Networked Nationally Over Night) ticketing and revenue system. The statistics presented here use the post-allocation dataset within LENNON that distributes passenger journeys, kilometres and revenue to the train operators. Where travel includes one or more changes of train, each train used is counted as one journey. This is different to [Regional rail usage](#) that uses the pre-allocation dataset. For that release, journeys are based on the origin and destination named on a ticket and do not take into account any changes of train. It therefore produces slightly lower estimates than the total journeys in this Passenger rail usage statistical release.

Lennon is primarily an accounting tool, which inevitably faces limitations for estimating usage precisely. For further information on the limitations of the data and changes made to the methodology between April 2020 and March 2021 due to the pandemic, please see the [Passenger rail usage quality and methodology report](#).

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 directly contacted TfL, who manage Elizabeth line, to request access to the data they hold on the number of journeys travelled. TfL provided us with an extract of their 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.

We are working with other organisations across the rail industry to incorporate our corrections for usage statistics into their publications. However, this will likely not be achieved at the time this statistical release is published (9 November 2023). Therefore, the data we publish may be different to those published by other organisations, such as the Department for Transport.

Other data sources

The passenger journey and kilometre data from LENNON are 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 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 based on data from TfL.

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

Revisions

There have been no revisions to previously published data.

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

How these statistics can and cannot be used



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



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

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

Data tables

All data tables can be accessed on the [data portal](#) free of charge in OpenDocument Spreadsheet (.ods) format. We can also provide data in csv format on request.

All tables associated with this release can be found under the Data tables heading at the bottom of the [Passenger rail usage page](#).

Passenger journeys

- Passenger journeys - annual – Table 1220
- Passenger journeys by sector - quarterly – Table 1221
- Passenger journeys by ticket type - quarterly – Table 1222
- Passenger journeys by operator - quarterly – Table 1223

Passenger kilometres

- Passenger kilometres - annual – Table 1230
- Passenger kilometres by sector - quarterly – Table 1231
- Passenger kilometres by ticket type - quarterly – Table 1232
- Passenger kilometres by operator - quarterly – Table 1233

Passenger revenue

- Passenger revenue by sector - quarterly – Table 1211
- Passenger revenue by ticket type - quarterly – Table 1212
- Revenue per passenger kilometre and per passenger journey (franchised only) - quarterly – Table 1210

Passenger train and vehicle kilometres

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

Other related data

The [Department for Transport \(DfT\) also publishes some rail statistics](#). For example, [rail passenger numbers and overcrowding on weekdays in major cities](#).

[DfT also publishes statistics on public transport including statistics on the usage of the Channel Tunnel](#).

[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 2020 for passenger journeys](#). More recent data from other European countries are published in the [IRG-Rail Eleventh Annual Market Monitoring Report](#).

Annex 4 – ORR’s statistical publications

Statistical Releases

This publication is part of ORR’s [National Statistics](#) accredited releases, which consist of seven annual publications: **Estimates of station usage; Rail industry finance (UK); Rail fares index; Rail safety statistics; Rail infrastructure and assets; Rail emissions; Regional rail usage**; and four quarterly publications: **Passenger rail performance; Freight rail usage and performance; Passenger rail usage; Passenger rail service complaints**.

In addition, ORR also publishes a number of 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.

National Statistics

The United Kingdom Statistics Authority designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics. National Statistics status means that official statistics meet the highest standards of **trustworthiness, quality** and public **value**.

The majority of our [statistical releases were assessed in 2012](#) and hold National Statistics status. Since this assessment we have improved the content, presentation and quality of our statistical releases. In addition, in July 2019 we launched our new data portal. Therefore, in late 2019 we worked with the [Office for Statistics Regulation](#) (OSR) to conduct a compliance check to ensure we are still meeting the standards of the Code. On 4 November 2019, [OSR published a letter](#) confirming that ORR’s statistics should continue to be designated as National Statistics. OSR found many positive aspects in the way that we produce and present our statistics and welcomed the range of improvements made since the statistics were last assessed. [Estimates of Station Usage statistics were assessed in 2020](#).

For more information on how we adhere to the Code please see our [compliance statements](#). For more details or to provide feedback, please contact the Statistics Head of Profession (Lyndsey Melbourne) at rail.stats@orr.gov.uk.



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