

Rail delay compensation claims

Rail periods 5 to 7

20 July to 11 October 2025

8 January 2026

Background:

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

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

Source: Train operators

Latest periods: Rail periods 5 to 7 (20 July to 11 October 2025).

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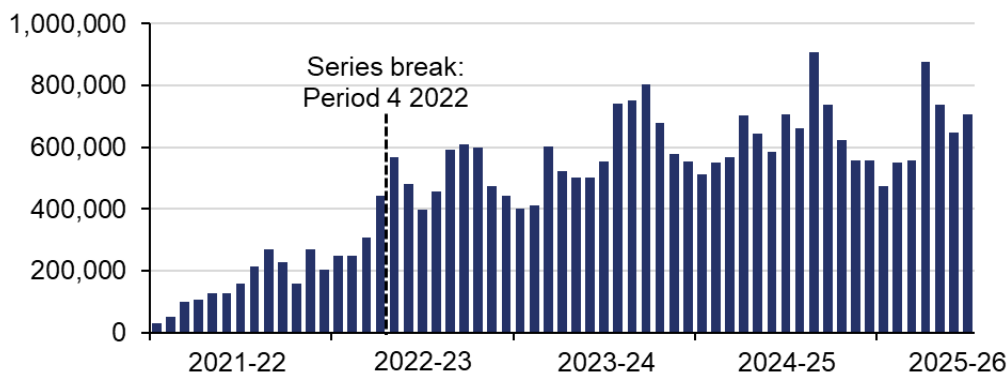
26 March 2026

In rail periods 5 to 7 there were **2.1 million delay compensation claims closed** by train operators, an increase of 8% on the number in the same rail periods in the previous year.

The increase in delay compensation claims in the latest three periods occurred despite a reduction in [train cancellations](#) and an increase in the [percentage of recorded stations stops arrived at within 15 minutes](#) of the scheduled arrival time.

Figure 1 A total of 2.1 million claims were closed in periods 5 to 7

Volume of delay compensation claims closed, Great Britain, periodic data, 1 April 2021 to 11 October 2025



Note: There is a series break before April 2022 to March 2023 Period 4 due to the inclusion by some operators of monthly and longer season ticket compensation for strike days.

Overall, **99.4% of delay compensation claims were closed within 20 working days** and **80.0% of claims closed were approved** in rail periods 5 to 7.

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

1. Delay compensation claim volumes

There were 2.1 million delay compensation claims closed by train operators during rail periods 5 to 7 (20 July to 11 October 2025). This was up 8% on the same rail periods in the previous year.

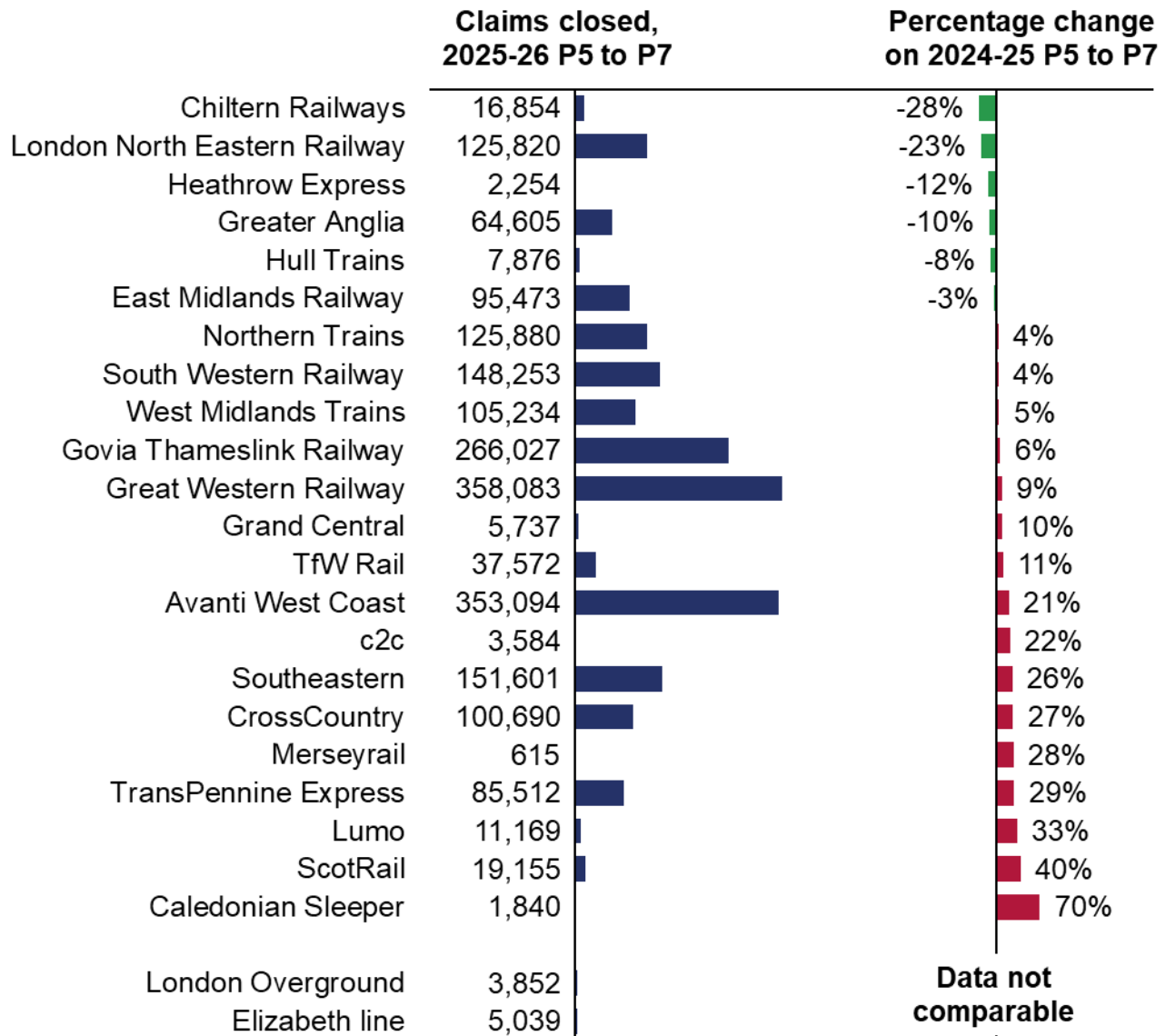
Sixteen operators recorded an increase in delay compensation claims closed with Caledonian Sleeper (up 70%), Scotrail (up 40%) and Lumo (up 40%) recording the largest increases.

Six train operators reported a decline in the number of delay compensation claims closed, with Chiltern Railways (down 28%), London North Eastern Railway (down 23%) and Heathrow Express (down 12%) recording the largest decreases.

Elizabeth line and London Overground were impacted by a cyber security incident which affected Transport for London. Security restrictions were imposed on their systems which meant that between 3 September 2024 and 29 November 2024 both operators were only able to process claims on Oyster cards. Claims for journeys made using Contactless bank cards could not be processed during this time. This resulted in a much lower number of claims than usual. Therefore, the number of claims closed by each of these operators in periods 5 to 7 has not been compared with the same periods in the previous year.

Figure 1.1 The volume of delay compensation claims increased for 16 operators

Volume of delay compensation claims closed by operator, April 2025 to March 2026 rail periods 5 to 7 and change compared with the same rail periods in the previous year (Table 4410)



Notes: 1) Comparisons between train operators should be treated with caution as the number of passenger journeys varies and operators run different delay compensation schemes.

2) Data for Elizabeth line and London Overground cannot be compared to the previous year due to the cyber security incident which reduced claims recorded between 3 September 2024 and 29 November 2025.

2. Delay compensation claim response rates

Overall, 99.4% of delay compensation claims were closed within 20 working days during rail periods 5 to 7, up 0.1 percentage points (pp) compared with the same rail periods in the previous year.

In rail periods 5 to 7, eight operators reported an increase in their 20 working day response rate compared with the same rail periods in the previous year, with Merseyrail (up 3.6pp) recording the largest increase. Twelve train operators reported decreases, with West Midlands Trains (down 1.5pp) recording the largest decrease.

Figure 2.1 Four operators closed 100% of delay compensation claims within 20 working days

Delay compensation claim response rates within 20 working days by operator, April 2025 to March 2026 rail periods 5 to 7 and change compared with the previous year

	Percentage of claims closed within 20 working days, 2025-26 P5 to P7		Percentage point change on 2024-25 P5 to P7
Southeastern	100.0%		0.0pp
London Overground	100.0%		0.0pp
Heathrow Express	100.0%		0.0pp
Elizabeth line	100.0%		0.0pp
Lumo	99.9%	-0.004pp	
c2c	99.9%		0.8pp
CrossCountry	99.9%		2.7pp
Govia Thameslink Railway	99.9%		0.5pp
Caledonian Sleeper	99.9%		1.3pp
Chiltern Railways	99.9%	-0.1pp	
Great Western Railway	99.8%	-0.1pp	
Hull Trains	99.8%	0.0pp	
Grand Central	99.8%		0.6pp
TransPennine Express	99.8%	-0.1pp	
Avanti West Coast	99.7%	-0.2pp	
Northern Trains	99.6%		1.5pp
Merseyrail	99.3%		3.6pp
South Western Railway	99.2%	-0.8pp	
East Midlands Railway	98.7%	-0.5pp	
ScotRail	98.5%	-0.9pp	
Greater Anglia	98.4%	-1.2pp	
TfW Rail	98.1%		1.7pp
West Midlands Trains	97.7%	-1.5pp	
London North Eastern Railway	97.0%	-0.8pp	

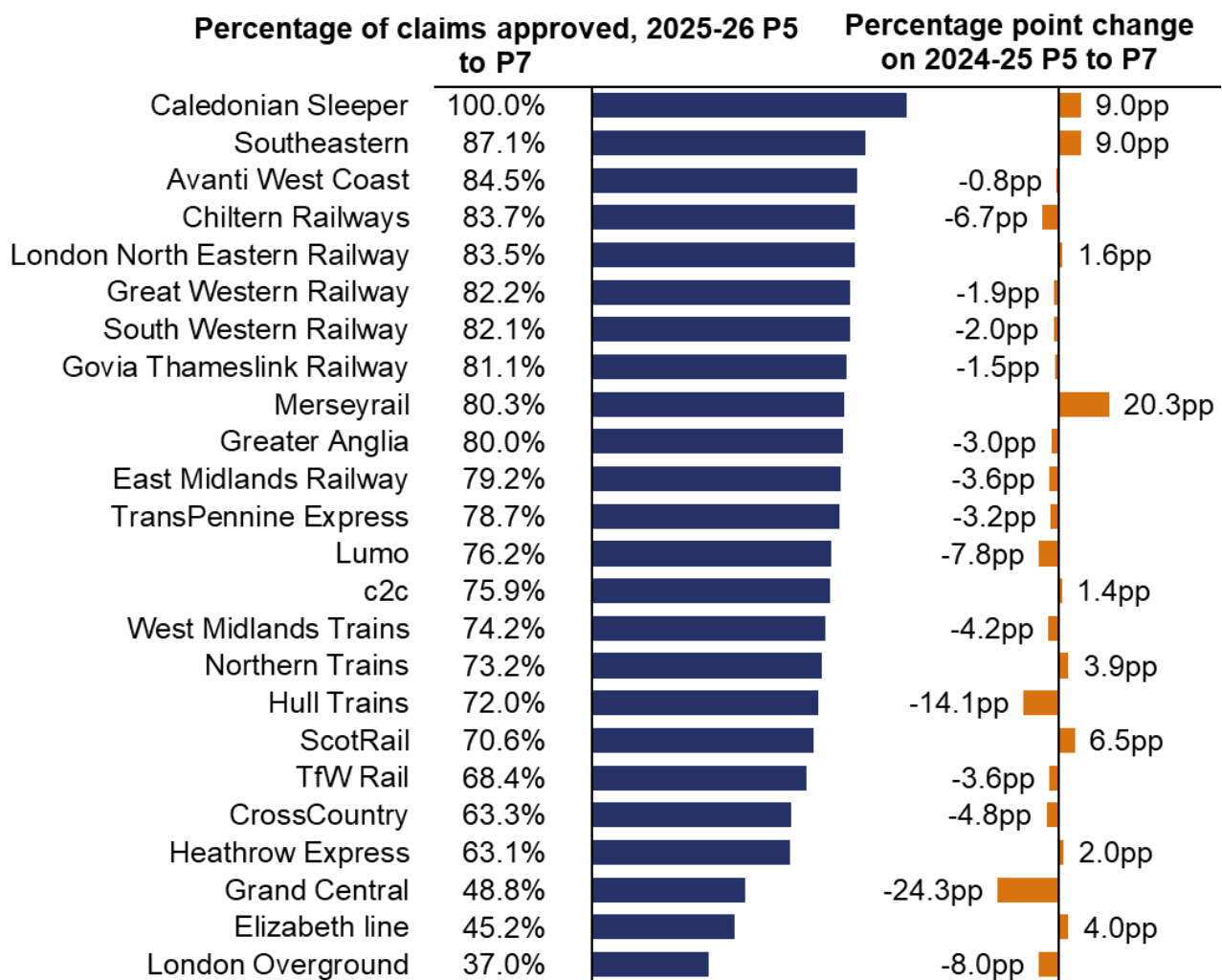
3. Delay compensation claim approval rates

Overall, 80.0% of delay compensation claims closed were approved by train operators during rail periods 5 to 7, down 1.0 percentage point (pp) compared with the same rail periods in the previous year.

Merseyrail (up 20.3pp) had the largest percentage point increase in approval rate when compared with the same rail periods in the previous year. Grand Central introduced an automated system from 10 November 2024. This generated claims relating to the provision of further information. The percentage of claims showed a decrease of 24.3 percentage points compared with the same rail periods the previous year.

Figure 3.1 Nine operators reported an increase in approval rates compared with the previous year

Delay compensation claim approval rates by operator, rail periods 5 to 7 and change compared with the previous year



4. Annexes

Annex 1 – Definitions

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

Annex 2 – Quality and Methodology

Data source

Administrative data submitted by train operators.

Methodology

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

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

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

How are several claims on one form recorded?

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

Are discretionary compensation payments or enhanced compensation claims included?

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

Are Automatic Delay Repay claims included?

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

Delay compensation scheme by train operator

The table below shows a list of the different delay compensation schemes each train operator currently runs as at the end of rail period 7 (11 October 2025). For up-to-date information on delay compensation schemes, please see the train operator's website. The following information is accurate as far as we know at the time of publication.

Train operator	Delay scheme at end of rail period 4	Notes	Strike compensation included?
Avanti West Coast	DR15	Automated 'one-click' compensation on Advance tickets since 8 December 2019. Moved to Delay Repay 15 from 8 December 2019 (during Apr 2019 to Mar 2020 Period 10)	Yes
c2c	DR15	Automatic DR for 2+ mins at 3p per min when registered with smartcard	Yes
Caledonian Sleeper	DR30	Automatic DR introduced in June 2022	No
Chiltern Railways	DR15	Automated on Advance: 1 May 2022. Moved to Delay Repay 15 from 1 May 2022 (during Apr 2022 to Mar 2023 Period 2)	Yes
CrossCountry	DR30	Not applicable	Yes
East Midlands Railway	DR15	Automated 'one-click' compensation on Advance since 18 August 2019. Moved to Delay Repay 15 from 18 August 2019 (during Apr 2019 to Mar 2020 Period 6)	Yes
Elizabeth line	Traditional	30+ minutes, claim needs to be within Transport for London's (TfL's) control to get compensation	No
Govia Thameslink Railway	DR15	Automated 'one-click' compensation on Smartcards since July 2017	Yes
Grand Central	Traditional	60+ minutes. Moved to Automatic DR from 10 November 2024 (start of April 2024 to March 2025 Period 9)	No
Great Western Railway	DR15	DR15 on monthly and annual season tickets: 1 April 2021, on other tickets: 1 April 2019. Automated on Advance & Seasons: 4 August 2022.	Yes
Greater Anglia	DR15	Moved to Delay Repay 15 from 1 April 2019 (during Apr 2019 to Mar 2020 Period 1)	Yes
Heathrow Express	DR30	Moved to Delay Repay 30 from 1 September 2024 (during Apr 2024 to Mar 2025 Period 6)	Yes
Hull Trains	DR30	Not applicable	Yes
London North Eastern Railway	DR30	One-click DR compensation introduced for Advance tickets purchased from their website, with registered details: 1 May 2021	Yes
London Overground	Traditional	30+ minutes, claim needs to be within Transport for London's (TfL's) control to get compensation	No
Lumo	DR30	Automatic DR in place since Lumo launched in October 2021	Yes
Merseyrail	Traditional	30+ minutes; special season ticket holders compensation	No
Northern Trains	DR15	Automatic DR for Advance tickets purchased from operator's website, with registered details. Moved to Delay Repay 15 from 16 December 2018 (during Apr 2018 to Mar 2019 Period 10)	No
ScotRail	DR30	Not applicable	Yes
South Western Railway	DR15	Automated 'one-click' compensation on Smartcards & Advance: 31 March 2019	Yes
Southeastern	DR15	Moved to Delay Repay 15 from 11 September 2019 (during Apr 2019 to Mar 2020 Period 6). Automated on Smartcards & Advance: 4 August 2022	Yes
TfW Rail	DR15	Moved to Delay Repay 15 from 31 January 2019 (during Apr 2018 to Mar 2019 Period 11)	Yes
TransPennine Express	DR15	Automated 'one-click' compensation on Advance: 1 July 2019. Moved to Delay Repay 15 from 2 February 2020 (during Apr 2019 to Mar 2020 Period 12)	Yes
West Midlands Trains	DR15	Not applicable	No

Rail delay compensation claims, rail periods 5 to 7 (20 July to 11 October 2025)

Elizabeth line and London Overground

Elizabeth line and London Overground were impacted by a cyber security incident which affected Transport for London. Security restrictions were imposed on their systems which meant that between 3 September 2024 and 29 November 2024 both operators were only able to process claims on Oyster cards. Claims for journeys made using Contactless bank cards could not be processed during this time.

Revisions

There have been no revisions to previously published data.

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

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

How these statistics can be used



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

How these statistics cannot be used



- Comparisons between individual train operators should be treated with caution (due to differences in delay compensation schemes and passenger usage).
- Identifying how many people have claimed compensation (refer to [rail delays and compensation survey results](#))
- Identifying delay compensation amounts paid (refer to [passenger's charter compensation data](#))

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

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

Data tables

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

Other related statistics

ORR Passenger rail service complaints statistics:

ORR publishes statistics about [Passenger rail service complaints](#). The latest six-monthly statistics (October 2024 to March 2025) show that the most common reason to complain about delay compensation schemes related to the delay compensation claim process. This was followed by complaints regarding the claim being rejected.

There are six complaint categories about delay compensation, which together accounted for 13.2% of all complaints made during October 2024 to March 2025. For the latest year, they accounted for 12.7% of all complaints, 1.4pp higher than the previous year, when 11.3% of all complaints made were related to delay compensation schemes.

Rail Ombudsman statistics:

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

Department for Transport:

The Department for Transport (DfT) has published [compensation amounts paid by train operators](#) to passengers since 2009. Data for April 2023 to March 2024 shows that £138.6 million was paid out in compensation by DfT-franchised train operators (an increase of 37% from the previous year). The DfT data is not directly comparable to statistics in this factsheet because it also includes discretionary compensation payments made following complaints of poor service and does not include strike day compensation.

DfT has also published research on [rail delays and compensation](#). The most recent survey, in 2023, shows that the claim rate has increased between 2020 and 2023:

- 47% of passengers claimed for their most recent delay (up 10pp from 2020)
- 54% of passengers eligible under DR30 claimed (an increase of 8pp from 2020)
- 35% of passengers eligible under DR15 claimed (up 13pp from 2020)



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