

Rail infrastructure and assets

April 2025 to March 2026

22 October 2026

Background:

This annual statistical release contains information on the infrastructure and assets of the mainline rail network in Great Britain.

It covers: **traction type** and **average age of rolling stock** by train operator, **track and route length** (including **electrified length**); and the number of **mainline stations**.

Sources: Network Rail, Amey Infrastructure Wales Limited, Transport for London and Rail Safety and Standards Board.

Latest year: 1 April 2025 to 31 March 2026

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Next publication:

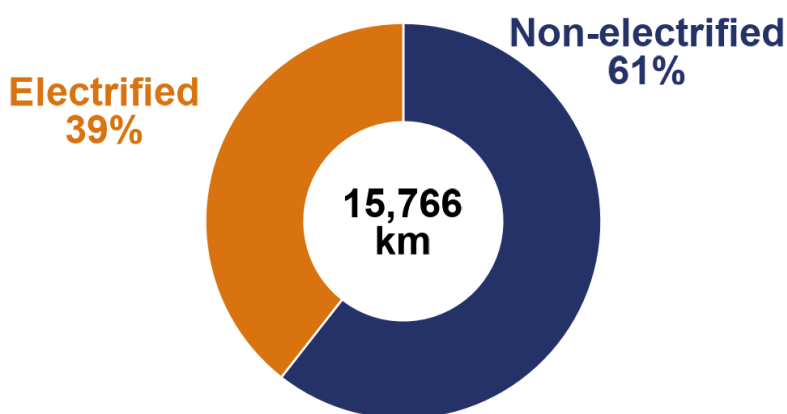
October 2027

As of 31 March 2026, there were **15,419 railway vehicles** registered in operation for all passenger train operators. Of these, **70% were electric**, **19% were diesel**, **8% were bi-mode** and **2% were locomotive hauled**.

The **average age of rolling stock** for all passenger train operators as of 31 March 2026 was **16.4 years**. South Western Railway had the largest annual decrease in average age, falling by 7.5 years to 16.7 years. This was due to removal of Class 455 trains and the introduction of Class 701 vehicles.

Figure 1 Almost two-fifths of the total route length in Great Britain is electrified

Rail network total route length and proportion of route length electrified, Great Britain, as of 31 March 2026



In the latest year (April 2025 to March 2026), **50.8 kilometres of electrified track were added** to the network. This was due to electrification of a section of the Transpennine Route, electrification of the Glasgow - East Kilbride line, and the opening of two new stations.

In the latest year, **six new stations opened**. The total number of mainline stations in Great Britain as of 31 March 2026 was 2,595.

All data tables, a quality and methodology report and an interactive dashboard associated with this release are published on the [Rail infrastructure and assets page](#) on the ORR data portal. Key definitions are in Annex 1 of this release.

1. Rolling stock by traction type

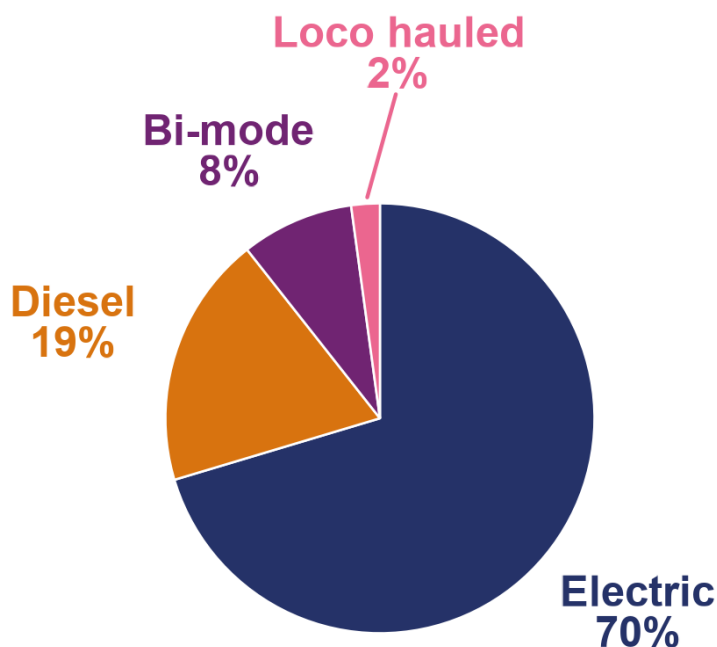
As of 31 March 2026, there were 15,419 railway vehicles registered in operation for all passenger train operators. This consisted of:

- 10,852 electric vehicles (70%)
- 2,927 diesel vehicles (19%)
- 1,308 bi-mode vehicles (8%)
- 332 locomotive hauled vehicles (2%)

Bi-mode vehicles can be powered either by electric power from overhead lines or third rail, or by using diesel engines. This means the trains can run on both electrified and non-electrified track.

Figure 1.1 More than two-thirds of rolling stock was electric

Proportion of passenger operators' rolling stock by traction type, Great Britain, as of 31 March 2026 (Table 6314)



Note: Percentages do not sum to 100% due to rounding.

In the latest year, there were seven operators with a fully electric fleet. The fleets of CrossCountry and Grand Central consisted entirely of diesel vehicles. Hull Trains' fleet consisted entirely of bi-mode vehicles which can run in either electric or diesel mode. Caledonian Sleeper's fleet consisted entirely of locomotive hauled vehicles, which do not run under their own power. The remaining 13 operators consisted of varying proportions of electric, diesel, bi-mode and locomotive hauled vehicles.

Table 1.1 Seven of the 24 operators had a fully electric fleet

Total vehicles by operator and proportion by each traction type, Great Britain, as of 31 March 2026 (Table 6314)

Operator	Total vehicles	Electric	Diesel	Bi-mode	Loco hauled
c2c	356	100%			
Elizabeth line	630	100%			
Heathrow Express	48	100%			
London Overground	507	100%			
Lumo (East Coast)	25	100%			
Merseyrail	212	100%			
Southeastern	1,616	100%			
Govia Thameslink Railway	2,535	98%	2%		
South Western Railway	1,497	93%	7%		
Avanti West Coast	695	91%		9%	
Greater Anglia	1,081	84%		16%	
West Midlands Trains	666	74%	26%		
ScotRail	1,037	63%	26%		11%
London North Eastern Railway	556	59%		30%	11%
Northern Trains	956	32%	65%	3%	
East Midlands Railway	385	22%	70%	8%	
TransPennine Express	308	19%	50%	31%	
Great Western Railway	1,034	12%	30%	59%	
CrossCountry	392		100%		
Grand Central	60		100%		
Chiltern Railways	206		81%		19%
TfW Rail	517		70%	22%	8%
Hull Trains	25			100%	
Caledonian Sleeper	75				100%

Note: Blank cells mean there were no vehicles for that traction type. Percentages may not sum to 100% due to rounding. Lumo are now referred to as Lumo (East Coast). This is to differentiate them from Lumo (West Coast) which commenced in May 2026.

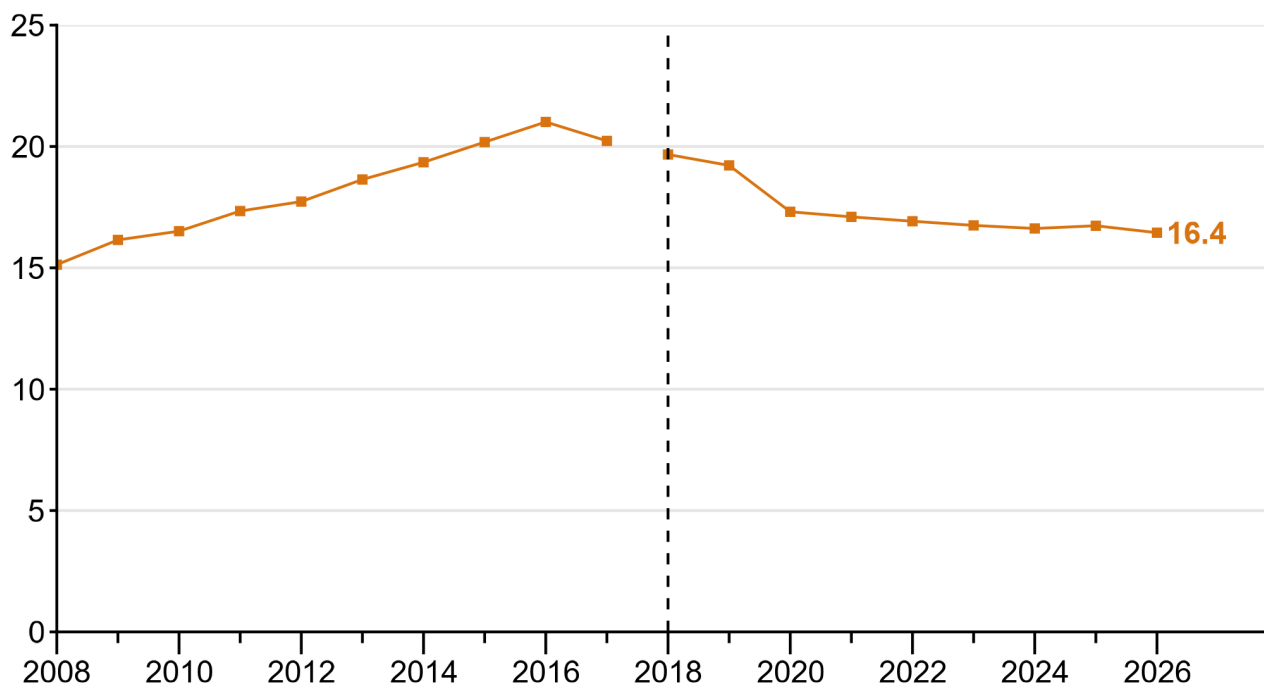
2. Average age of rolling stock

As of 31 March 2026, there were 15,419 railway vehicles registered in operation for all passenger train operators. The average age of all rolling stock in Great Britain was 16.4 years, a decrease of 0.3 years compared with a year earlier. For public service operators¹, the average age decreased by 0.3 years to 16.4 years and for open access operators the average age increased by 1.0 years to 13.8 years. The open access operators' rolling stock makes up around 1% of all passenger vehicles.

The average age of rolling stock shown is the age at the end of the financial year. A vehicle drops out of the dataset if it is no longer leased by an operator. As all existing rolling stock will age by one year between one year and the next, any change in average age of less than 1.0 year indicates either the introduction of newer rolling stock or the removal of older stock from the fleet.

Figure 2.1 The average age of rolling stock has decreased steadily since 2020

Average age of rolling stock in years (public service operators), Great Britain, as of 31 March, 2008 to 2026 (Table 6313)



Note: Vertical dashed line represents a break in the time series in 2017-18 due to a change in the data source. More detail can be found in the Rail infrastructure and assets quality and methodology report on the [Rail infrastructure and assets page](#) of the data portal.

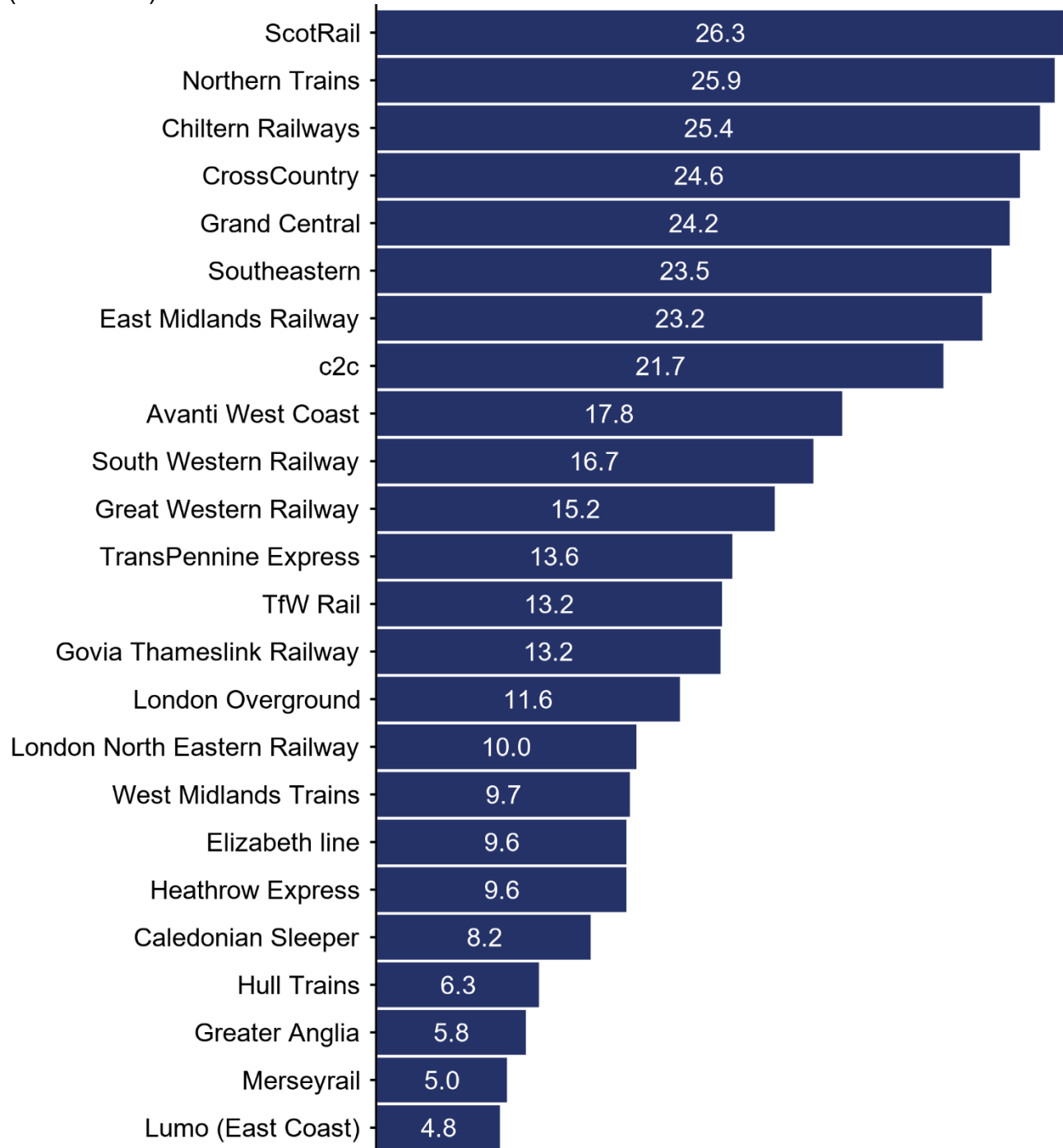
¹ Public service operators are train operators which are publicly contracted (or owned). These are referred to as 'franchised' operators in some of our data tables and previous releases.

Average age of rolling stock by operator

As of 31 March 2026, Lumo (East Coast) had the lowest average age at 4.8 years, while ScotRail had the oldest fleet with an average age of 26.3 years.

Figure 2.2 The average age of rolling stock varied by operator

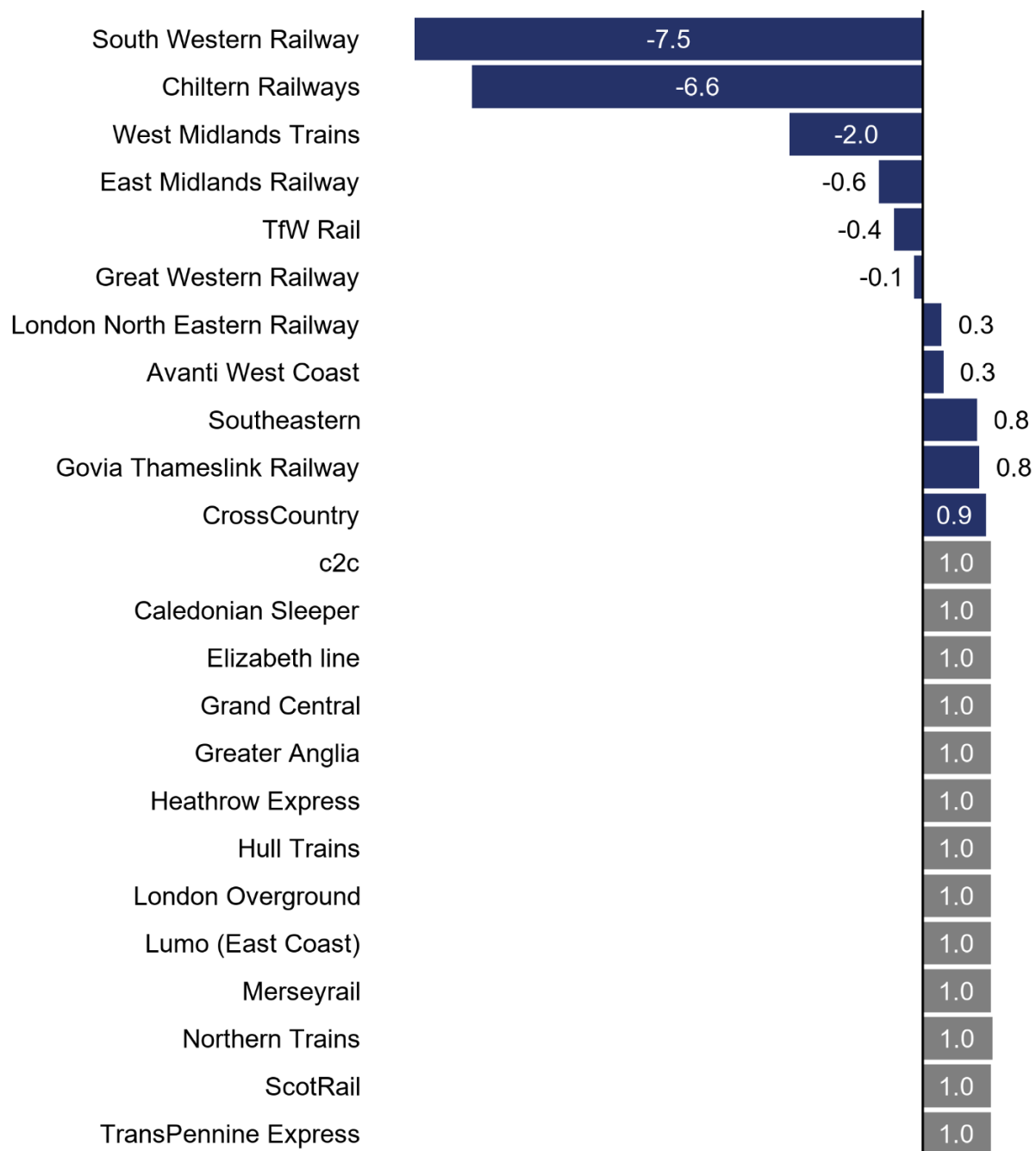
Average age of rolling stock in years by operator, Great Britain, as of 31 March 2026 (Table 6313)



For 13 operators, their rolling stock was unchanged (no additions or removals) or experienced small changes in the latest year. Therefore, their average age increased by one year (shown as grey bars on the chart above). No operators had the average age of rolling stock increase by more than one year. For 11 operators, the average age of the rolling stock either increased by less than a year or decreased. This was due to new rolling stock being introduced, older rolling stock being phased out, or a combination of both factors.

Figure 2.3 South Western Railway had the largest annual decrease in average age

Age change in years of rolling stock between 31 March 2025 and 31 March 2026 by operator, Great Britain (Table 6313)



Average age of rolling stock: further detail on changes by operator

Table 2.1 Average age of rolling stock by passenger train operator as of 31 March 2026, annual age change and reason (Table 6313)

Operator	Average age of rolling stock (years)	Age change compared with 31 March 2025 (years)	Reason for change
Avanti West Coast	17.8	+0.3	Removal of older Class 221 vehicles and introduction of newer Class 807 vehicles
c2c	21.7	+1.0	No notable change
Caledonian Sleeper	8.2	+1.0	No notable change
Chiltern Railways	25.4	-6.6	Introduction of newer Class Mark 5 vehicles and removal of older Class Mark 3 vehicles
CrossCountry	24.6	+0.9	Introduction of newer Class 221 vehicles
East Midlands Railway	23.2	-0.6	Introduction of newer Class 810 vehicles and removal of some older Class 222 vehicles
Elizabeth line	9.6	+1.0	No notable change
Govia Thameslink Railway	13.2	+0.8	Removal of some older Class 377 vehicles
Grand Central	24.2	+1.0	No notable change
Great Western Railway	15.2	-0.1	Introduction of newer Class 175 vehicles and removal of older Class Mark 3 vehicles
Greater Anglia	5.8	+1.0	No notable change
Heathrow Express	9.6	+1.0	No notable change
Hull Trains	6.3	+1.0	No notable change

Operator	Average age of rolling stock (years)	Age change compared with 31 March 2025 (years)	Reason for change
London North Eastern Railway	10.0	+0.3	Removal of some older Class Mark 4 vehicles
London Overground	11.6	+1.0	No notable change
Lumo (East Coast)	4.8	+1.0	No notable change
Merseyrail	5.0	+1.0	No notable change
Northern Trains	25.9	+1.0	No notable change
ScotRail	26.3	+1.0	No notable change
South Western Railway	16.7	-7.5	Introduction of newer Class 701 vehicles and removal of older Class 455 vehicles
Southeastern	23.5	+0.8	Introduction of newer Class 377 vehicles and removal of older Class 466 vehicles
TfW Rail	13.2	-0.4	Introduction of newer Class 197 vehicles and removal of older Class 150 vehicles
TransPennine Express	13.6	+1.0	No notable change
West Midlands Trains	9.7	-2.0	Introduction of newer Class 730 vehicles and removal of older Class 350 vehicles

Rolling stock additional information

While new rolling stock may be more efficient and technologically advanced, existing vehicles can be refurbished during their lifetime to add better facilities (e.g. WiFi capability or increased seating capacity). Both newly-built and refurbished rolling stock can offer a more comfortable service for passengers. Therefore, the age of rolling stock does not necessarily affect passenger satisfaction. The introduction of refurbished rolling stock is not reflected in these statistics.

3. Infrastructure on the railway

Rail network length²

Route length open for traffic in Great Britain as of 31 March 2026:

15,766 kilometres

Track length in Great Britain as of 31 March 2026:

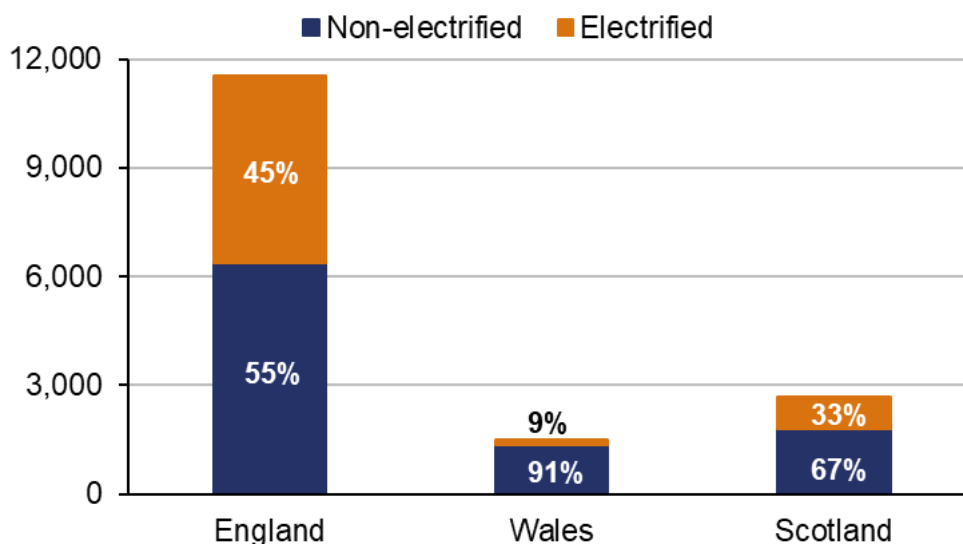
31,237 kilometres

As of 31 March 2026, total route length open for traffic in Great Britain was 15,766 kilometres. Of this, total route length in England was 11,569 kilometres, 1,497 kilometres in Wales and 2,699 kilometres in Scotland.

In Great Britain as of 31 March 2026, 6,216 kilometres of route was electrified. This represents 39% of the total route length. In England, the proportion of electrified route was 45%. In Wales, 9% of the route length was electrified and in Scotland 33% was electrified.

Figure 3.1 The highest proportion of electrified route was in England

Total and electrified route length (kilometres) by country, Great Britain, as of 31 March 2026 (Table 6320)



² The following infrastructure is not included: High Speed 1 line, Isle of Wight line, Heathrow Link Line.

New electrification projects

In the latest year (April 2025 to March 2026), 50.8 kilometres of electrified track were added to the network.

Of this, 28.3 kilometres was due to the [Colton Junction to Church Fenton North Junction electrification scheme](#) in the Eastern region as part of the TransPennine Route Upgrade.

A further 19.9 kilometres was due to the [Glasgow Central to East Kilbride decarbonisation project](#) in Scotland.

A small amount of track totalling 2.6 kilometres was due to the opening of [Beaulieu Park Station](#) and [Cambridge South Station](#).

In addition to the 50.8 track kilometres added, a further 1.2 kilometre increase in electrified track in Table 6320 is due to a combination of data quality improvements and other minor network capability adjustments, including capability corrections.

Data on the length of electrified track added through various electrification projects that have taken place on the network since 1 April 1995 in Great Britain is available in Table 6320. From 1 April 2012 (shown as of 31 March 2013 in table), data is also available split by country.

Note that Network Rail publishes data on track length and electrification projects by region in its [Annual Return data tables](#) (Table 49: Network capability and Table 67: Electrification of the network). These tables do not include non-Network Rail managed infrastructure.

4. Number of mainline stations

As of 31 March 2026, there were 2,595 mainline stations in Great Britain

New stations

In the year April 2025 to March 2026, six new stations opened:

- Beaulieu Park (Essex, England) opened 26 October 2025 and is served by Greater Anglia,
- Bedlington (Northumberland, England) opened 29 March 2026 and is served by Northern Trains,
- Blyth Bebside (Northumberland, England) opened 19 October 2025 and is served by Northern Trains,
- Darlaston (Walsall, England) opened 19 March 2026 and is served by West Midlands Trains,
- Northumberland Park (Tyne and Wear) (Northumberland, England) opened 22 February 2026 and is served by Northern Trains, and
- Willenhall (Walsall, England) opened 19 March 2026 and is served by West Midlands Trains.

Closed stations

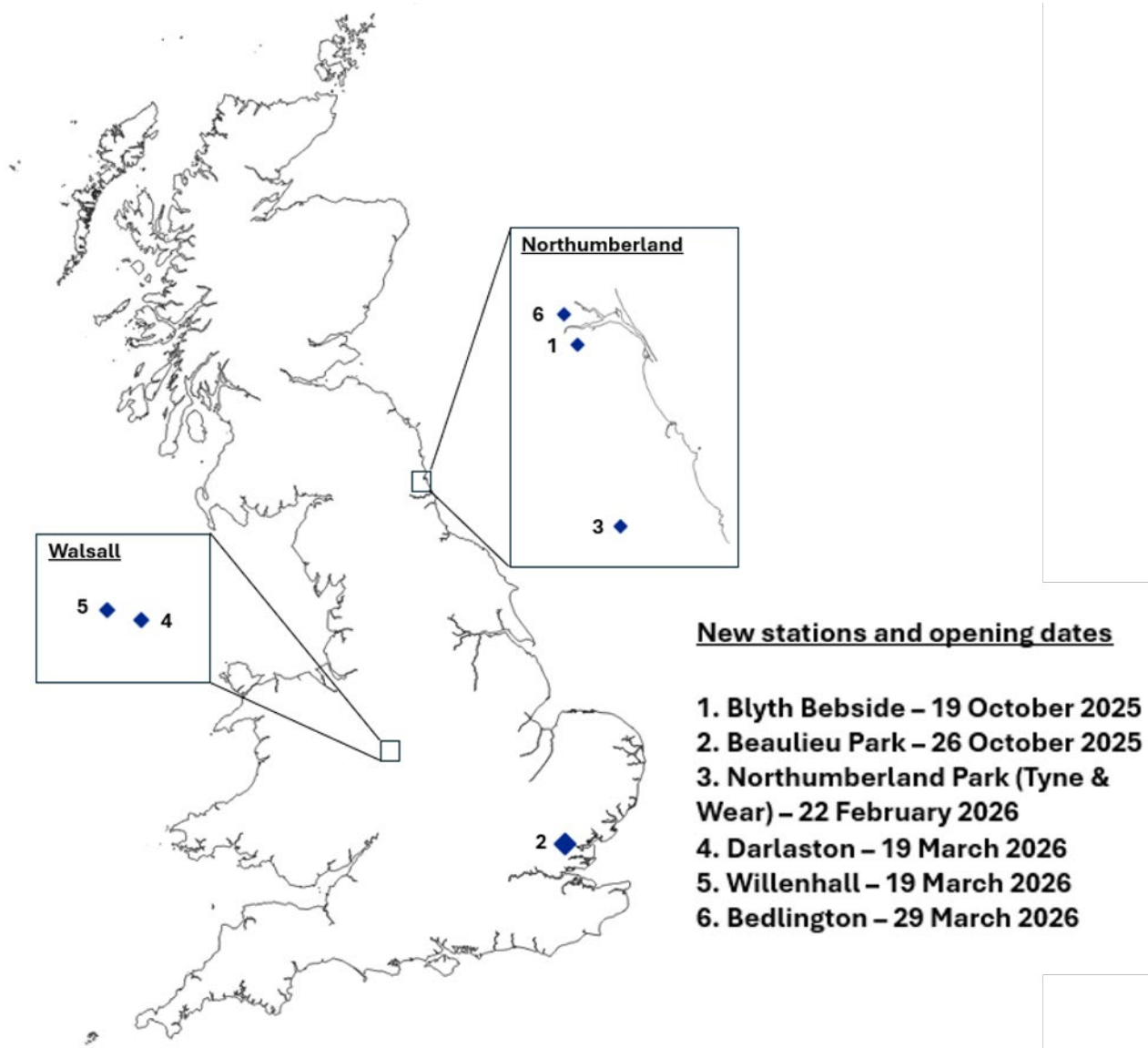
No stations closed permanently between April 2025 and March 2026.

Temporary station closures

[Stanlow & Thornton station \(Cheshire West and Chester\) was temporarily closed](#) from February 2022 until further notice. This was due to safety concerns with the footbridge entry to the station.

[Teesside Airport station was temporarily closed](#) from May 2022 until further notice. This was due to repairs being required.

Figure 4.1 Stations opened in the year April 2025 to March 2026, Great Britain



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For detailed information on all stations as of 31 March 2026 please see the following table on the data portal: [Table 6329 Station attributes for all mainline stations in Great Britain](#). This covers geographical and other attribute information, such as county, local authority, Easting and Northing, and station facility owner.

For estimates of station usage (entries/exits and interchanges) at all stations in Great Britain please see [Estimates of station usage page](#) on the data portal.

5. Authorisations and accessibility

Authorisations

Railway rolling stock requires authorisation when it is constructed or undergoes major upgrades. The UK Register of Authorised Types of Railway Vehicles aims to streamline vehicle authorisations and encourage network standardisation. There is a requirement for ORR to keep this register since the United Kingdom left the European Union.

The following railway vehicles were authorised and added to the UK Register of Authorised Types of Railway Vehicles in the year to 31 March 2026:

- Class 810 authorised 20 May 2025,
- Class 99 authorised 23 October 2025,
- JPA-G & JPA-H Cement Wagons (freight wagons) authorised 8 January 2026,
- JNA-Z (freight wagons) authorised 17 February 2026, and
- MWA-C (freight wagons) authorised 17 February 2026.

For details of authorisations granted by ORR under the Railways (Interoperability) Regulations 2011 in the year to 31 March 2026, see the [Interoperability authorisations page](#) on ORR's website.

Accessibility

The Railways (Interoperability) Regulations 2011 and the Rail Vehicle Accessibility (Non-Interoperable Rail Systems) Regulations 2010 require that all passenger rail vehicles meet accessibility standards. These requirements include, for example:

- providing access for wheelchair users,
- the size and location of handrails, handholds and control devices, and
- providing passenger information systems and other equipment.

Some older passenger vehicles are subject to exemptions from the requirements. These are granted by Department for Transport (DfT), and published on DfT's website: [List of Rail Vehicle Accessibility Regulations exemption orders](#).

New passenger vehicles are required to be fully compliant with accessibility standards.

6. Annexes

Annex 1 – Definitions

- **Rolling stock** are railway vehicles, including both powered and unpowered vehicles such as carriages and freight wagons. The average age of rolling stock included in this release does not include locomotives or freight wagons.
- **Traction type** of the rolling stock refers to how the vehicle is powered. The vehicle may be powered from an electricity supply, or a diesel engine. Some vehicles are bi-mode, which can operate using electricity when running on electrified track or diesel along non-electrified track. **Locomotive hauled** vehicles do not run under their own power, but instead have a locomotive at one (or both) ends of the train.
- **Route kilometres** are the total extent of routes available for trains to operate. Sidings and depots are excluded.
- **Track kilometres** take into account multiple track routes (e.g. for each route kilometre where there is double track, there are two track kilometres). Sidings and depots are excluded.
- **Public service operators** are train operators which are publicly contracted (or owned). These are referred to as ‘franchised’ operators in some of our data tables and previous releases.
- **Open access operators** are licensed 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, and Lumo (East Coast).
- **Authorisations** are needed by law as no structural or vehicle subsystem can be put into use on or as part of the rail system in Great Britain unless ORR has provided an interoperability authorisation placing their subsystem into service.

Annex 2 – Quality and methodology

Data sources

The number of mainline stations is sourced from data used to produce ORR's Estimates of station usage. This covers all stations on the rail network that are served by mainline services as of 31 March each year. Any stations where all services have been suspended temporarily are included, whereas stations closed permanently or where all services have been suspended permanently are not.

Data for track and route length is provided by Network Rail, Amey Infrastructure Wales Ltd (AIW) and Transport for London (TfL). Data for the following infrastructure is not included: High Speed 1 line, Isle of Wight line, Heathrow Link Line.

The Core Valley Lines (CVL) network was transferred from Network Rail to Transport for Wales on 28 March 2020. Transport for Wales leases its assets to AIW who is the Infrastructure Manager for the CVL network. There are 55 stations on the CVL network, and a map is available in the [2024 CVL network statement](#).

TfL manages the new Elizabeth line infrastructure (opened May 2022). The Crossrail Central Operating Section (CCOS) makes up most of the route used by Elizabeth line services that is not part of the Network Rail infrastructure.

Data for the **average age of rolling stock and traction type** is provided by Rail Safety and Standards Board (RSSB). This is from the R2 central asset management system. R2 holds details of every vehicle registered to operate on the railway in Great Britain and is the single repository for all vehicles and major components with full maintenance history. 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.

Recent changes to train operators

Lumo are now referred to as Lumo (East Coast). This is to differentiate the services to and from London King's Cross from the Lumo (West Coast) services to and from London Euston which commenced in May 2026.

On 31 May 2026, Govia Thameslink Railway was transferred to public control and was rebranded as Greater Thameslink Railway.

Further information on individual operators, including route maps, can be found via the [Rail Delivery Group](#) website.

Revisions

There are revisions to the average age of rolling stock data (Table 6313) for all operators for 2024 and 2025. The revisions in 2024 are due to small rounding differences resulting from a more accurate calculation method. The revisions in 2025 are due to a change in the presentation of the decimal places in the figures. We maintain a log containing details of all historical revisions.

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

Further information on data sources, quality, methodology and the historical background can be found in the Rail infrastructure and assets quality and methodology report on the [Rail infrastructure and assets page](#) of the data portal.

How these statistics can be used



- Monitoring the number of mainline stations in Great Britain, and newly opened stations
- Comparing the average age of rolling stock by operator over time
- Comparing operators' rolling stock by traction type
- Monitoring new track electrification schemes, and total track and route lengths

How these statistics cannot be used



- Identifying specific rolling stock by operator – [this information is held in RSSB's R2 database](#)
- Identifying passenger usage for mainline stations (refer to [Estimates of station usage](#))
- Identifying number of trains running on specific sections of track
- Plans for operators to introduce new rolling stock in future years
- Information on rolling stock for freight operators or non-mainline operators (e.g. heritage)

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 [Rail infrastructure and assets page](#).

Infrastructure on the railways

- Infrastructure on the mainline – Table 6320
- Stations on the mainline – Table 6325
- Station attributes for all mainline stations in Great Britain – Table 6329

Rolling stock

- Average age of rolling stock by operator – Table 6313
- Rolling stock vehicles by traction type and operator – Table 6314

Other related statistics

Fuel consumption and estimates of associated emissions of passenger and freight operators are published on the [Rail environment page](#) on the data portal. This includes estimates of emissions by electric and diesel vehicle kilometres. Passenger vehicle and train kilometres split by traction type is published on the [Passenger rail usage page](#) and freight vehicle and train kilometres split by traction type is published on the [Freight rail usage and performance page](#).

Estimates of entries/exits and interchanges at each mainline station in Great Britain is published annually in [Estimates of station usage](#).

Annual statistics covering Station Stewardship Measure (SSM) and Light Maintenance Depot Stewardship Measure (LMDSM) are published on the [Asset condition page](#) of the data portal.

Network Rail publishes data on track length by region in its [Annual Return data tables](#). Table 49: Network capability and Table 67: Electrification of the network.

European comparisons

Eurostat publishes [data on the total length of railway lines in European countries](#), measured in route kilometres. Data is available for calendar years 2012 to 2024. As of 2024, the United Kingdom had a route length of 16,189 kilometres.

The [Independent Regulator's Group-Rail \(IRG-Rail\)](#) publishes data on network length, electrified route length and high-speed route length. In 2024, the average proportion of electrified route length was 57% for member countries. The UK ranked 24th out of 32 countries, with a proportion of 39%.

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 code principles 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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