



Passenger Rail Usage

2015-16 Q3 Statistical Release

Publication date: 03 March 2016

Background

This release contains statistics on passenger rail usage in Great Britain during October, November and December of 2015 (2015-16 Q3).

The statistics include information on **Passenger train kilometres** by train operating company (TOC) sourced from Network Rail's Track Access Billing System (TABS). This has replaced timetabled train kilometres (TTKM) in this release.

Passenger kilometres, journeys and revenue by sector and ticket type are all sourced from the rail industry's ticketing and revenue database (LENNON) and TOCs.





Passenger train kilometres, passenger kilometres and journeys are published for each TOC.

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■ **Passenger journeys** in 2015-16 Q3 reached their highest ever point, recording 433.9 million journeys, which amounts to 1.68 billion journeys in the last 12 months. The London and South East sector accounted for 69.4% of all journeys in Great Britain in Q3. Govia Thameslink Railway continues to record the highest number of passenger journeys of all operators, with 81.9 million.

Passenger Rail Usage 2015-16 Q3

	Passenger Journeys	433.9 million	↑ 0.8%
	Passenger Kilometres	16.3 billion	↑ 0.9%
	Passenger Revenue	£2.4 billion	↑ 3.9%
	Passenger Train Kilometres	129.7 million	↑ 1.6%

■ **Passenger kilometres** in 2015-16 Q3 rose to 16.3 billion, an increase of 0.9% compared to the same quarter last year. The London and South East sector had the lowest growth rate of any sector at 0.1%. There have been 64.0 billion passenger kilometres in the last 12 months.

■ **Passenger revenue** totalled £2.4 billion, a 3.9% increase on 2014-15 Q3. This was the highest revenue generated since the beginning of the time series in 1996-97.

■ **Passenger train kilometres** by all operators in Great Britain in 2015-16 Q3 totalled 129.7 million, an increase of 1.6% compared to 2014-15 Q3.

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Website: <http://orr.gov.uk/statistics/published-stats/statistical-releases>

1. Passenger Train Kilometres



From 2015-16 Q3 we have replaced timetabled train kilometres (TTKM) with passenger train kilometres. We believe this is a better measure as it reflects the volume of traffic actually travelling on the network rather than that which is timetabled but does not necessarily run. A comparison of the Passenger train kilometres and Timetabled train kilometres has been made [below](#) which explains the differences in the two measures.

Annual 2014-15

- Passenger train kilometres for franchised operators have increased every year since the time series began in 2010-11. In 2014-15, passenger train kilometres for all franchised operators in Great Britain were 513.0 million kilometres. This was up 1.3% on the 506.2 million kilometres recorded in 2013-14 and up 4.2% since the annual time series began in 2010-11.
- Passenger train kilometres for non-franchised operators totalled 4.5 million kilometres in 2014-15, an increase of 4.2% on 2013-14. To make data comparable, the passenger train kilometres for Heathrow Express have been excluded from the total figures for the non-franchised operators. Heathrow Express is not charged through Networks Rail's Track Access Billing System.

Passenger train kilometres

refers to the number of train kilometres (million) travelled by revenue earning passenger trains. The passenger train kilometres are derived from Network Rail's Track Access Billing System (TABS), which Network Rail use to bill train operators.

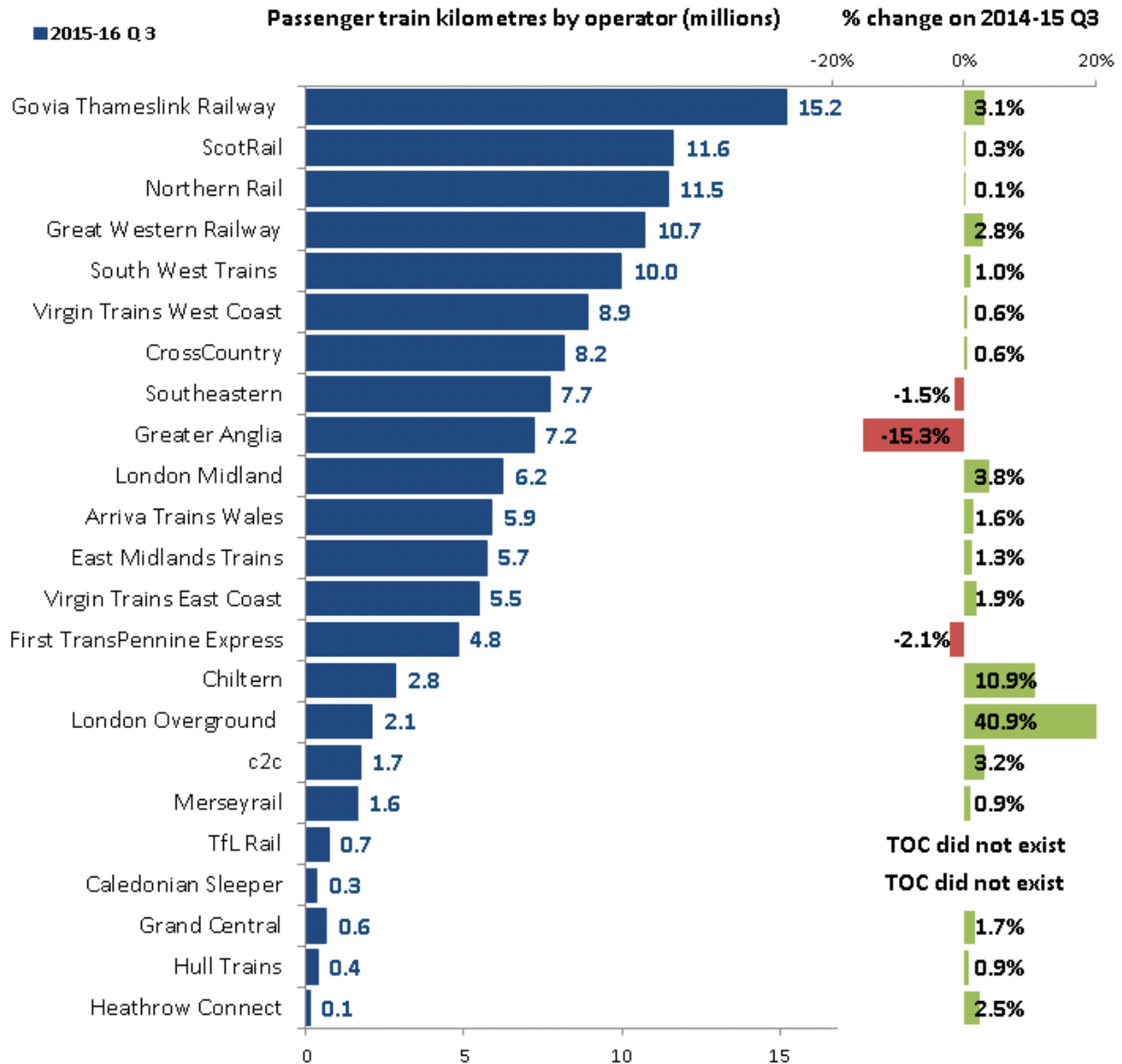
Timetabled train kilometres

(TTKM) refers to the number of train kilometres (million) each train operator would achieve if they operated 100% of their timetable.

Quarterly data for **Passenger Train kilometres** is available from 2010-11 Q1 to 2015-16 Q3. ([Table 12.13](#))

2015-16 Quarter 3 Results

Passenger train kilometres by operator– chart ([Table 12.13](#))
Great Britain, 2015-16 Q3



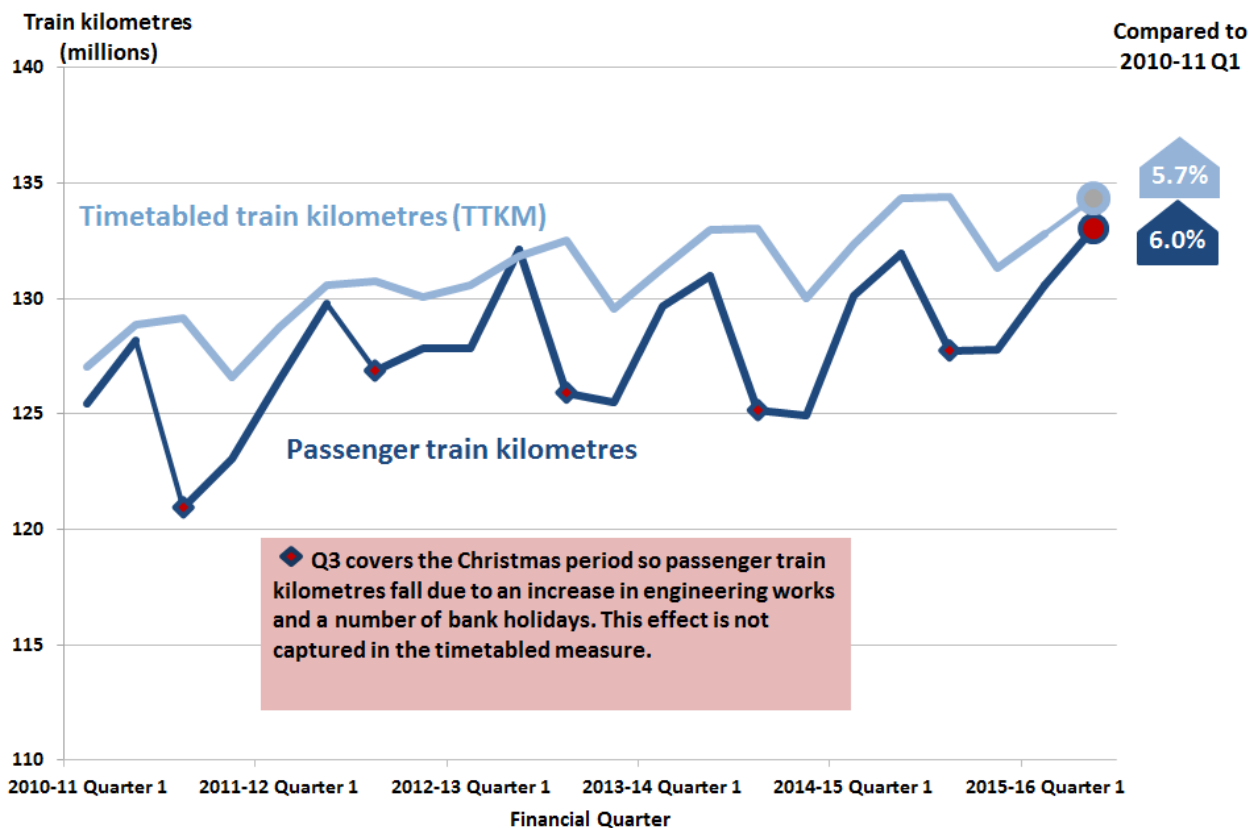
- The total number of passenger train kilometres across all franchised operators in 2015-16 Q3 increased by 1.6% compared to 2014-15 Q3, recording a total of 128.6 million kilometres.
- The merger of Southern services with Govia Thameslink Railway makes it the operator with the highest passenger train kilometres in 2015-16 Q3, recording 15.2 million kilometers. Southern and Govia Thameslink Railway data has been aggregated and remapped to the beginning of the time series.

- London Overground recorded the largest increase in its passenger train kilometres of 40.9% this quarter. This is due to a transfer of some local services out of London Liverpool Street to North East London from the Greater Anglia franchise¹ in May 2015.
- The opening of the new rail line linking Oxford to London via Bicester in October 2015, has contributed to the 10.9% growth in passenger train kilometres for Chiltern² in 2015-16 Q3.
- Greater Anglia has seen the biggest drop in its passenger train kilometres compared to 2014-15 Q3, falling by 15.3%. This was due to the transfer of some of its services to London Overground and to a new franchise (TfL Rail) that began operating services into and out of London Liverpool Street that were previously operated by Greater Anglia.
- Passenger train kilometres for First TransPennine Express dropped by 2.1% this quarter compared to the same quarter last year. Poor weather conditions in northern England resulting in flooding and landslips affected routes operated by First TransPennine Express, thereby impacting their passenger train kilometres in 2015-16 Q3.
- Passenger train kilometres for non-franchised operators have increased by 1.5% compared to 2014-15 Q3. The primary driver of the increase was Grand Central which increased by 1.7% compared to this time last year and accounts for over 60% of all non-franchised train kilometres.

¹ <https://tfl.gov.uk/info-for/media/press-releases/2014/may/tfl-appoints-london-overground-operator-to-run-additional-services>

² <http://www.chilternrailways.co.uk/oxford-parkway-open>

Comparison of Passenger train kilometres and Timetabled train kilometres (TTKM)



- The trends of the two series' follow a similar pattern though passenger train kilometres ([Table 12.13](#)) is, on average, 2.5% lower than TTKM ([Table 12.1](#)). The differences are because TTKM is aggregated from a 'typical' weekday, Saturday and Sunday timetable so it does not take into account any short-term changes to the timetable, engineering work or bank holidays (when the level of service is reduced).
- The only time passenger train kilometres has exceeded the TTKM measure is in 2012-13 Q2, which was due to changes made to the timetable for the London Olympics which would not have been captured in TTKM.

Passenger train kilometres by quarter and annual data are available on the data portal in: [Table 12.13](#)

Timetabled train kilometres by quarter and annual data until 2015-16 Q2 are available on the data portal in: [Table 12.1](#)

2. Passenger kilometres

Annual 2014-15



The annual data disaggregated by sector and ticket type has been updated to include historical data from 1994-95 and 1986-87 respectively. The commentary in this annual section has therefore been updated where relevant.

- In 2014-15 passenger kilometres in Great Britain totalled 62.9 billion. Of which, 62.4 billion kilometres were by franchised operators, the highest recorded figure since the series began in 1986-87. This was an increase of 4.5% on the 59.7 billion passenger kilometres recorded in 2013-14. Passenger kilometres have more than doubled in the last 20 years.
- Growth in franchised passenger kilometres in the Long Distance and Regional (including Scotland) sectors³ outstripped growth in London and South East sector, with the franchised Long Distance passenger kilometres increasing by 5.5% to 20.8 billion kilometres in 2014-15. This was the first time since 2011-12 that the London and South East sector did not record the highest growth.
- For non-franchised operators (First Hull Trains and Grand Central) the number of passenger kilometres increased by 13% in 2014-15 compared to 2013-14, reaching 541 million.

Passenger kilometres are the number of kilometres travelled by passengers on the rail network. Passenger kilometres are calculated by multiplying the number of passenger journeys on a particular flow by the number of track kilometres between the two required stations. The track kilometres data are built into the LENNON system.

Quarterly and annual data **by sector** is now available from 1994-95 onwards.

Quarterly data **by ticket type** is now available from 1994-95 Q1 and annual data is available from 1986-87 onwards.

Quarterly and annual data **by TOC** is now available from 2011-12 onwards.

A time series of aggregate annual data from 1947 is also available in [Table 12.2](#)

³ The rail network is divided into 3 sectors – London and South East, Long distance and Regional (including Scotland). A list of services in each sector is available in the [Quality Report](#)

2015-16 Quarter 3 Results

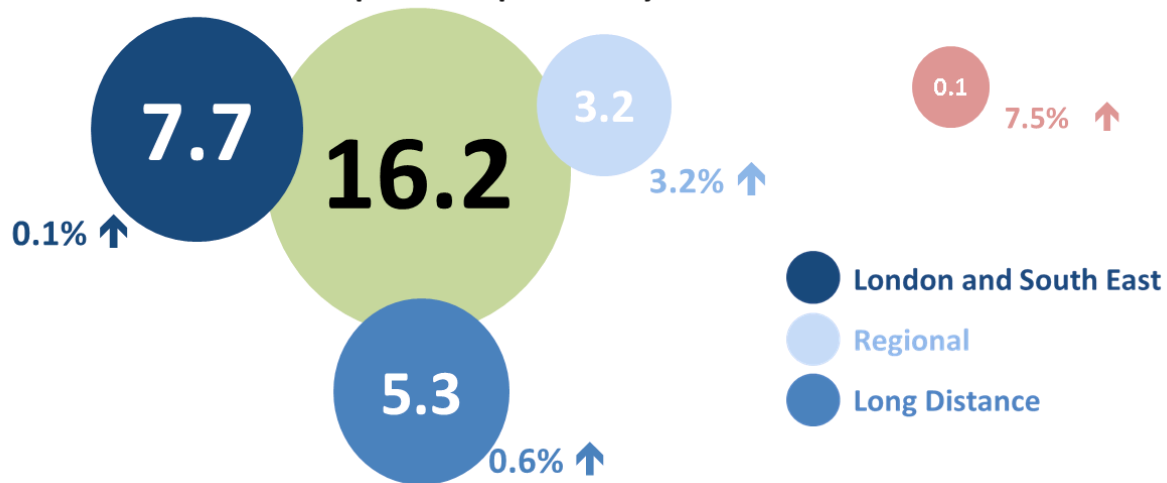
Passenger kilometres by sector and ticket type

Passenger kilometres by sector ([Table 12.3](#))
Great Britain, 2015-16 Q3

Passenger Kilometres (billions)

Franchised

0.8% ↑ compared to previous year Q3



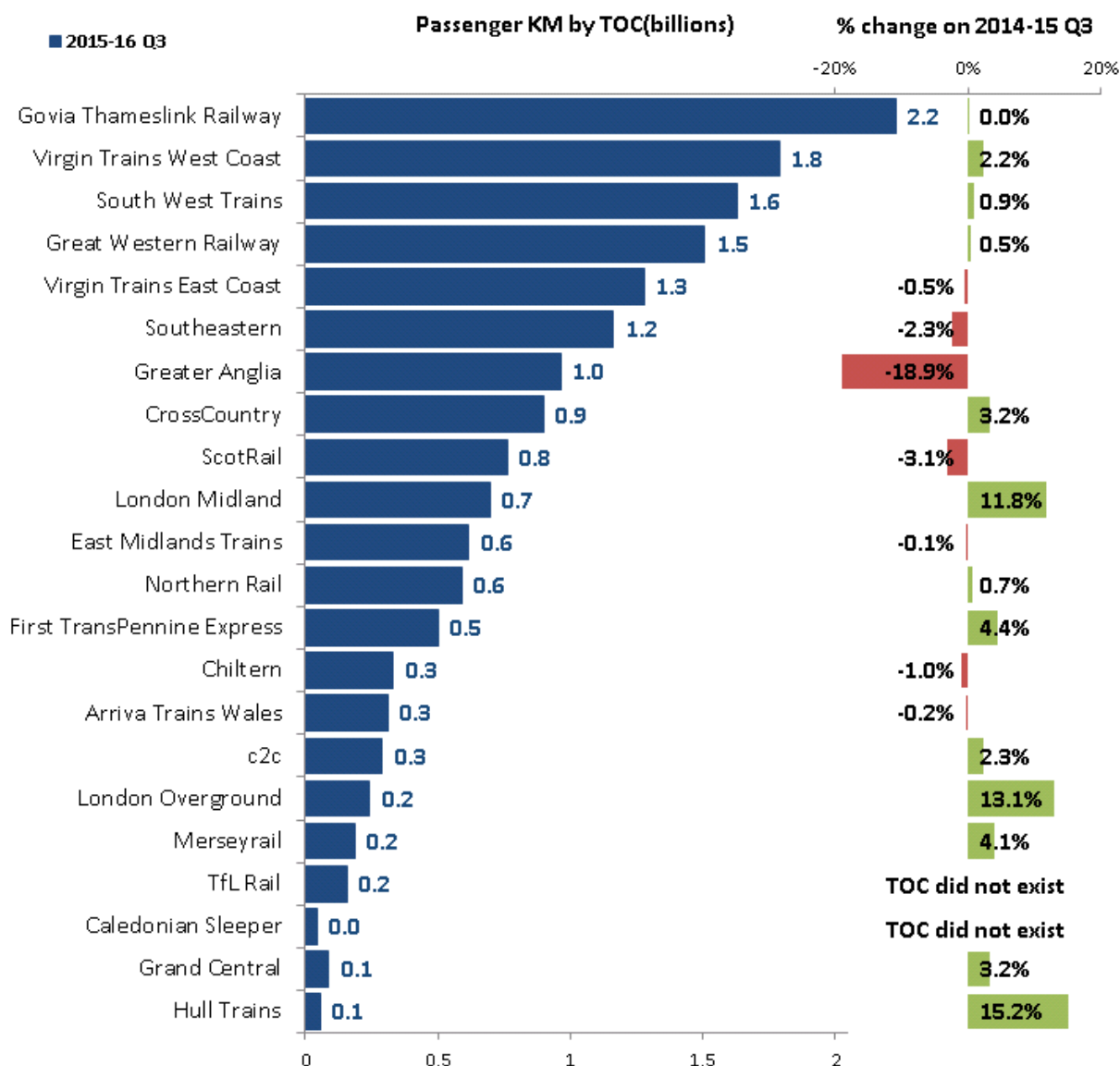
Non-franchised

- Total passenger kilometres in 2015-16 Q3 rose to 16.3 billion, an increase of 0.9% compared to the same quarter last year, which amounts to an annual total for the last 12 months of 64.0 billion passenger kilometres. All three franchised sectors recorded a growth this quarter with the Regional sector recording the highest growth rate compared to the same quarter in 2014-15.
- Total franchised passenger kilometres on Ordinary tickets reached 11.7 billion kilometres, increasing by 1.7% in 2015-16 Q3 compared to the same quarter last year. Passenger kilometres on Anytime/Peak tickets recorded the highest growth this quarter (8%), totalling 2.9 billion kilometres, the highest passenger kilometres made on Anytime/Peak tickets since the beginning of the time series.
- London and South East franchised operators totalled 7.7 billion passenger kilometres during 2015-16 Q3, up by 0.1% on Q3 last year, and accounting for 47.6% of all franchised passenger kilometres in Great Britain in Q3. The main driver behind this growth in 2015-16 Q3 has been the passenger kilometres on Anytime/Peak tickets, which offset falls in Season ticket (-1.3%) and Off-Peak (-0.6%) passenger kilometres.

- In 2015-16 Q3, the passenger kilometres on Long Distance franchised operators increased by 0.6% to 5.2 billion compared to the same quarter last year. The journeys in this sector mainly cover longer distance, inter-city travel, thereby contributing to high passenger kilometres. Despite a fall in the passenger kilometres recorded on Ordinary Advance tickets (1.0%), the other main driver in this sector, Ordinary Off-Peak tickets, increased by 2.0%.
- There were 3.2 billion passenger kilometres by franchised Regional operators (including Scotland) in 2015-16 Q3, an increase of 3.2% compared to Q3 last year, the highest growth recorded among the three sectors this quarter. In 2015-16 Q3, 79.4% of the passenger kilometres in this sector were attributed to Ordinary tickets, with the Ordinary Off-Peak tickets accounting for the largest share of the total franchised passenger kilometres in this sector. In contrast to the other sectors, all ticket types with the exception of 'Other', increased compared to the same quarter in 2014-15 with Advance and Anytime/Peak travel increasing by 9.6% and 7.3% respectively.
- Passenger kilometres by non-franchised operators accounted for 0.14 billion kilometres in 2015-16 Q3, an increase of 7.5% compared to Q3 last year.

Passenger kilometres by train operating company (TOC)

Passenger kilometres by TOC – chart ([Table 12.11](#))
Great Britain, 2015-16 Q3



- The highest passenger kilometres in 2015-16 Q3 among franchised operators was recorded by Govia Thameslink Railway. On 26 July 2015, Govia Thameslink Railway⁴ franchise merged with Southern which has resulted in its passenger kilometres totalling 2.2 billion kilometres in 2015-16 Q3.

⁴ <http://www.southernrailway.com/southern/company-info/integration/>

- The highest quarter on quarter increase in passenger kilometres was recorded by London Overground, increasing by 13.1%. Having taken over some of the services operated by Greater Anglia at the end of May 2015, London Overground recorded the second highest increase in its passenger kilometres this quarter compared to 2015-16 Q3.
- London Midland recorded the second highest quarter on quarter increase (11.8%) in its passenger kilometres in 2015-16 Q3. Opening of the newly rebuilt Birmingham New Street⁵ station with the adjoining redeveloped shopping centre has boosted London Midland's passenger kilometres this quarter.
- In May 2015, Greater Anglia transferred some of its services to London Overground and TfL Rail. Consequently Greater Anglia recorded the biggest drop (18.9%) in its passenger kilometres this quarter compared to 2014-15 Q3.
- There was a quarter on quarter drop in the passenger kilometres on ScotRail due to the transfer of its sleeper services to Caledonian Sleeper in May 2015.
- Both Grand Central and Hull Trains in the non-franchised operators have seen growth in their passenger kilometres, with Hull trains recording 15.2% growth in its passenger kilometres this quarter compared to the same quarter last year. We do not have passenger usage data for Heathrow Express.

Passenger kilometres quarterly data are available on the [Data Portal](#)

⁵ <http://www.newstreetnewstart.co.uk/>

European comparison

- In 2014⁶ there were 64.7 billion passenger kilometres in the UK⁷. This is the third highest number of passenger kilometres of the countries in the European Union that have reported data to Eurostat. France and Germany were the countries with the highest number of passenger kilometres with figures of 89.5 billion and 91.0 billion respectively. When combined France, Germany and the UK account for 60.9% of the passenger kilometres travelled in the European Union.
- Since 2004 the UK has seen a 48.8% growth in passenger kilometres, which is higher than the average growth across the European Union of 17.5%⁸. The only country with a higher percentage growth in passenger kilometres was Luxembourg with an increase of 61.7%. However in absolute terms the growth in Luxembourg is much smaller than that of the UK. Compared to the UK, France and Germany have seen smaller increases in passenger kilometres between 2004 and 2014, with increases of 20.4% and 19.9% respectively.

⁶ European data is submitted to Eurostat based on calendar years.

⁷ This data includes figures for Northern Ireland.

⁸ Calculated from countries who had supplied data in both 2004 and 2014.

3. Passenger journeys

Annual 2014-15



The annual data disaggregated by sector and ticket type has been updated to include historical data from 1994-95 and 1986-87 respectively. The commentary in this annual section has therefore been updated where relevant.

- In 2014-15, 1.66 billion passenger journeys were made in Great Britain, the highest recorded figure since the series began. The vast majority were franchised passenger journeys, with 1.65 billion recorded compared to 2.1 million non-franchised operator journeys. Franchised passenger journeys saw an increase of 4.2% on the 1.59 billion recorded in 2013-14. By 2014-15, passenger journeys increased by 125.3% from the 735.1 million recorded at privatisation in 1994-95.
- Franchised operators across all sectors experienced an increase in passenger journeys between 2013-14 and 2014-15. With the London and South East sector accounting for 69.8% of the total franchised passenger journeys, the total passenger journeys in this sector was 1.15 billion in 2014-15.

The number of **passenger journeys** made on the rail network.

A journey is based on travel from an origin station to a destination station. A train journey may include one or more changes of train, and one journey is generated for each train used.

Quarterly and annual data **by sector** is now available from 1994-95 onwards.

Quarterly data **by ticket type** is now available from 1994-95 Q1 and annual data is available from 1986-87 onwards.

Quarterly and annual data **by TOC** is now available from 2011-12 onwards.

A time series of aggregate annual data from 1950 is also available in [Table 12.5](#).

NOTE: Regional passenger journeys showing rail journeys to/from and within each region or country are published in [Regional Rail Usage](#) statistical release and data portal [tables](#). These 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 published in this Passenger Rail Usage statistical release.

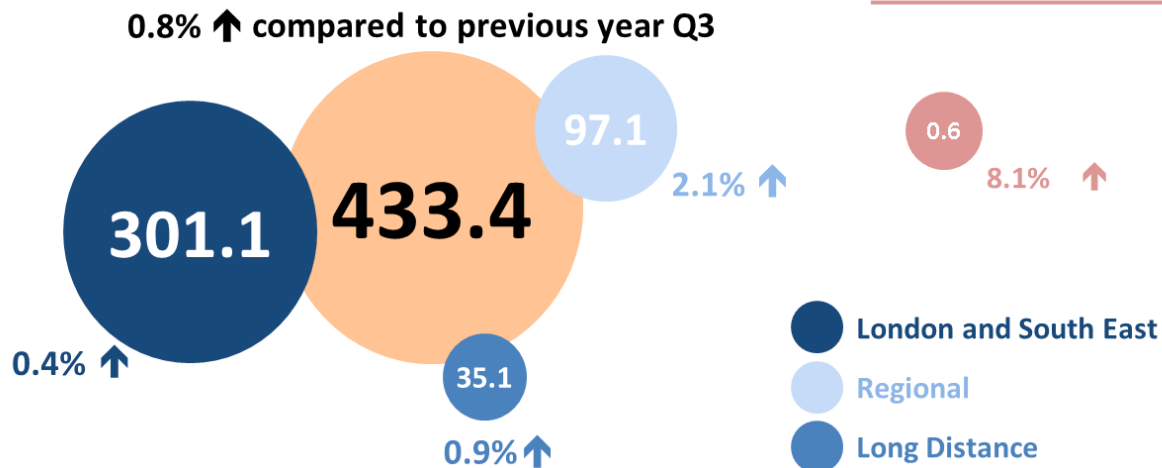
2015-16 Quarter 3 Results

Passenger journeys by sector and ticket type

Passenger journeys by sector ([Table 12.6](#))
Great Britain, 2015-16 Q3

Passenger Journeys (millions)

Franchised



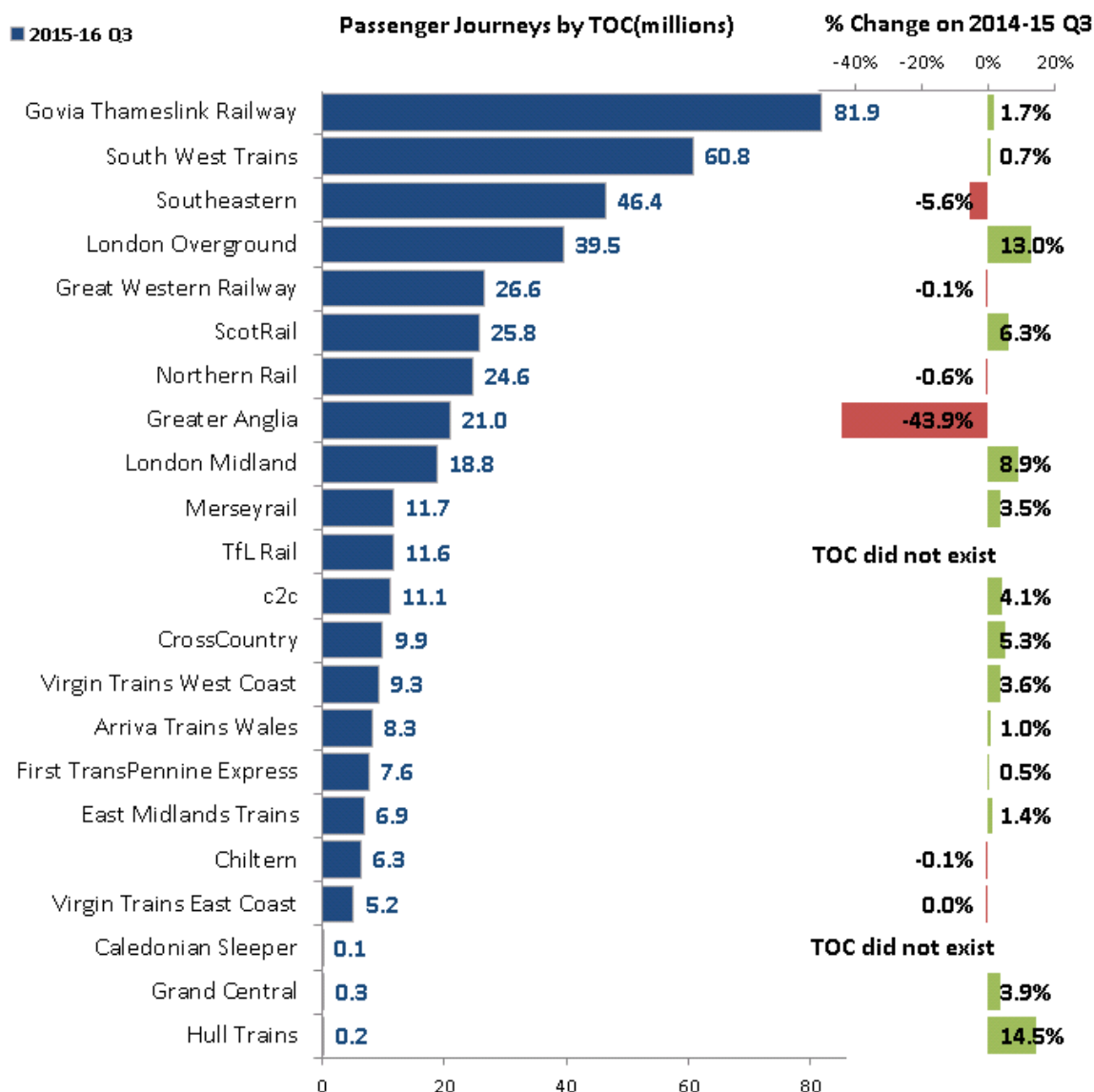
- Total passenger journeys in 2015-16 Q3 reached 433.9 million, a 0.8% increase on the same quarter last year. The total number of passenger journeys made in the last 12 months is 1.68 billion journeys.
- Franchised passenger journeys accounted for 433.4 million (99.9% of the total), more than doubling in the last 20 years. Franchised passenger journeys on Ordinary ticket types saw growth of 3.5% this quarter, with Anytime/Peak ticket journeys (98.5 million) recording the highest growth rate (6.6%) of all ticket types compared to 2014-15 Q3.
- Journeys made on Season tickets recorded a 2.8% fall this quarter compared to 2014-15 Q3. This is the second quarter in succession where season ticket journeys have fallen compared to the previous year, which has not happened since 2009-10.
- The franchised London and South East sector exceeded 300 million passenger journeys in 2015-16 Q3 (301.1 million), up by 0.4% on 2014-15 Q3 and the highest total recorded since the beginning of the time series in 1994-95. With shorter commuter distances and stops at a greater number of stations, trains operating in this sector recorded the highest share (69.5%) of franchised passenger journeys in Great Britain. Given the high number of commuters in this sector, journeys made on Season tickets account for a significant share, with 47.1% of the journeys in 2015-16 Q3, made on Season tickets.

- The franchised Long Distance sector had 35.1 million journeys in 2015-16 Q3, a 0.9% increase on the same quarter last year. Journeys made on Ordinary tickets account for the majority of the passenger journeys in this sector, with journeys made on Anytime/Peak and Off-Peak ticket journeys recording the highest growth in this quarter compared to the same quarter last year.
- The franchised Regional sector recorded the highest quarter on quarter growth among the three sectors with 97.1 million journeys in 2015-16 Q3, an increase of 2.1% compared to the same quarter last year. After falling in each of the last past three quarters, journeys made on franchised operators in this sector have seen a rise. The opening of the new Borders Railway⁹ in September 2015 operated by ScotRail may have contributed to the increase in passenger journeys in this sector.
- The non-franchised sector had 0.57 million passenger journeys in 2015-16 Q3, an increase of 8.1% compared to the same quarter last year and in line with the increases seen in passenger kilometres.

⁹ <https://www.scotrail.co.uk/scotland-by-rail/borders-railway>

Passenger journeys by train operating company (TOC)

Passenger journeys by TOC – chart ([Table 12.12](#))
Great Britain, 2015-16 Q3



- With its services covering London and the South coast, through East and West Sussex, Surrey and parts of Kent and Hampshire, passenger journeys on Govia Thameslink Railway recorded the highest passenger journeys among all operators in 2015-16 Q3 totalling 81.9 million; 18.9% of all journeys made in Q3.
- The highest quarter on quarter increase in passenger journeys was recorded by London Overground, increasing by 13%. This is a result of having taken over some of the services operated by Greater Anglia at the end of May 2015.

- London Midland recorded the second highest quarter on quarter increase (8.9 %) in its passenger journeys in 2015-16 Q3. Opening of the newly rebuilt Birmingham New Street¹⁰ station with the adjoining redeveloped shopping centre has boosted London Midland's passenger journeys this quarter.
- Despite the drop in passenger kilometres on ScotRail due to the transfer of its sleeper services, the passenger journeys for ScotRail increased by 6.3% this quarter compared to 2014-15 Q3. This has mainly been due to the opening of the new Borders Railway¹¹ in September 2015, as well as the Whifflet Line electrification commissioned in December 2014 which enhanced the frequency for the Whifflet to central Glasgow routes. An additional all year round Sunday service also commenced thereby contributing to the increase in ScotRail's passenger journeys this quarter compared to the same quarter in 2014-15.
- Greater Anglia, having transferred some of its services to London Overground and TfL Rail, has recorded the biggest drop (-43.9%) in its passenger journeys this quarter, down to 21.0 million, compared to 2014-15 Q3.
- As seen in passenger kilometres, both non-franchised operators Grand Central and Hull Trains, have seen growth in passenger journeys. We do not have passenger usage data for Heathrow Express.

Passenger journeys quarterly data are available on the [Data Portal](#)

European comparison

- In 2014 there were 1.7 billion passenger journeys in the UK. This is the second highest number of rail passenger journeys of the countries in the European Union that have reported data to Eurostat; Germany was the only country to record more passenger journeys with 2.7 billion journeys. Since 2004 the number of passenger journeys on the UK rail network has increased by 57.0%; this is higher than the European Union average of 23.3% and in term of percentage growth is second behind Luxembourg where there has been a 59.0% increase in passenger journeys since 2004.

¹⁰ <http://www.newstreetnewstart.co.uk/>

¹¹ <https://www.scotrail.co.uk/scotland-by-rail/borders-railway>

4. Passenger revenue



Annual 2014-15

The annual data disaggregated by sector and ticket type has been updated to include historical data from 1994-95 and 1986-87 respectively. The commentary in this annual section has therefore been updated where relevant.

- In 2014-15, £8.9 billion was raised from passenger journeys made in Great Britain on passenger operators, the highest recorded figure since the series began in 2002-03. This was split between £8.8 billion by franchised operators and £63 million by non-franchised operators. Overall passenger revenue increased by 7.4% compared to the £8.3 billion collected in 2013-14.
- All three franchised sectors experienced an increase in revenue between 2013-14 and 2014-15, with the revenue from the Regional sector seeing the highest percentage growth of 7.8%. Non-franchised operators saw a 15.4% growth between 2013-14 and 2014-15.

Passenger revenue

statistics show all ticket revenue and miscellaneous charges associated with passenger travel on national railways, but not including government support or grants.

An increase in passenger revenue is generally a direct consequence of increased passenger journeys. The percentage change in passenger revenue can often outstrip the equivalent passenger journeys and passenger kilometres measures as a result of the fare increases usually announced in January each year.

Quarterly data **by sector** is now available from 1995-96 Q1 and annual data is available from 1994-95 onwards.

Quarterly data **by ticket type** is now available from 1996-97 Q1 and annual data is available from 1986-87.

2015-16 Quarter 3 Results

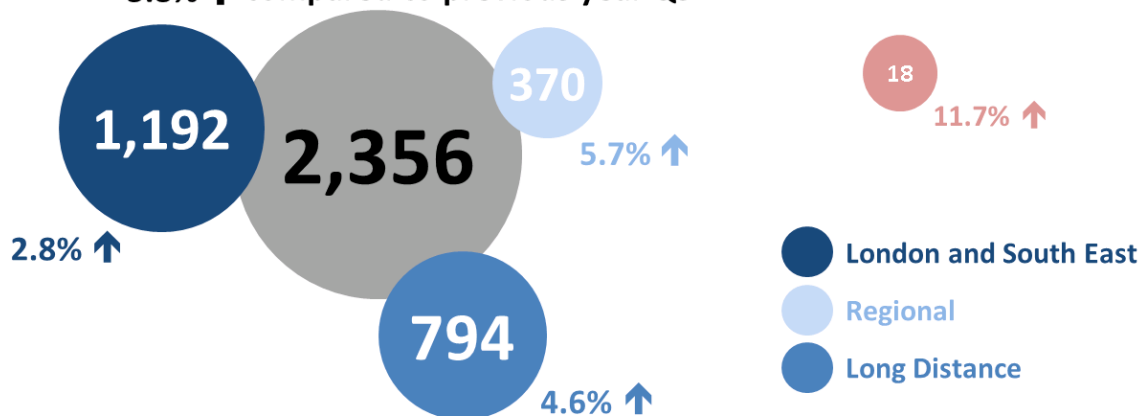
Passenger revenue by sector and ticket type

Passenger revenue by sector ([Table 12.8](#))
Great Britain, 2015-16 Q3

Passenger Revenue (£ millions)

Franchised

3.8% ↑ compared to previous year Q3



Non-franchised

- In 2015-16 Q3, passenger revenue across all operators totalled £2.4 billion, a 3.9% increase on 2014-15 Q3. Revenue from franchised operators (£2.356 billion) saw an increase in all three sectors compared to the same quarter last year. The main drivers of this increase are the revenue from Anytime/Peak and Off-Peak ticket sales.
- There was revenue growth across the franchised Ordinary and Season ticket types this quarter. Revenue from Ordinary tickets accounted for the highest share of ticket revenue (76.2%) in 2015-16 Q3, generating £1.795 billion; a 3.8% increase compared to 2014-15 Q3. Revenue from Anytime/Peak fares (£679 million) saw the highest quarter on quarter increase of all the Ordinary ticket types with 8.9%. Despite a fall in the number of passenger journeys and passenger kilometres, revenue from journeys made on Season tickets saw a 1.3% increase on the same quarter last year, generating £560 million.
- Revenue from franchised operators within the London and South East sector reached £1.2 billion during 2015-16 Q3, an increase of 2.8% when compared to the same quarter last year. As London and South East sector has the highest proportion of journeys (69.4%), the majority of the revenue also comes from this sector, bringing in 50.6% of the total franchised passenger revenue this quarter. Revenue from Anytime/Peak and Off-Peak ticket sales recorded a strong growth in this sector in 2015-16 Q3 compared to 2014-15 Q3.

- Passenger revenue for franchised Long Distance services increased by 4.6% in 2015-16 Q3 reaching £794 million, the highest revenue for this sector since the beginning of the time series in 1996-97. There was revenue growth across all ticket types, with revenue from Ordinary Advance and Off-Peak tickets being the major contributors to the total revenue in this sector.
- During 2015-16 Q3 franchised Regional operators generated £370 million, a 5.7% increase on the same quarter last year, mainly driven by revenue from Anytime/Peak ticket sales. Revenue from Ordinary ticket sales accounted for 85% of the total revenue within the sector in this quarter.
- Revenue generated by non-franchised operators increased by 11.7% this quarter compared to 2014-15 Q3, recording total revenue of £17.7 million. This is likely to be as a direct result of the increasing passenger journeys and kilometres the non-franchised sector has seen over time.
- Franchised operators revenue equated to 14.56 pence per passenger kilometre or £5.44 per journey in 2015-16 Q3; increases of 3.0% and 4.8% respectively compared to 2014-15 Q3.

Passenger revenue quarterly data are available on the [Data Portal](#)

Annex 1 – List of pre-created reports available on the ORR Data Portal

All data tables can be accessed on the data portal free of charge. The ORR data portal provides on screen data reports, as well as the facility to download data in Excel format and print the report. We can provide data in csv format on request.

Passenger train kilometres

- Passenger train kilometres by operator – [Table 12.13](#)

Passenger kilometres

- Passenger kilometres – [Table 12.2](#) (franchised only)
- Passenger kilometres by sector – [Table 12.3](#)
- Passenger kilometres by ticket type – [Table 12.4](#)
- Passenger kilometres by train operating company – [Table 12.11](#)

Passenger journeys

- Passenger journeys – [Table 12.5](#) (franchised only)
- Passenger journeys by sector – [Table 12.6](#)
- Passenger journeys by ticket type – [Table 12.7](#)
- Passenger journeys by train operating company – [Table 12.12](#)

Passenger revenue

- Passenger revenue by sector – [Table 12.8](#)
- Passenger revenue by ticket type – [Table 12.9](#)
- Revenue per passenger kilometre and per passenger journey – [Table 12.10](#) (franchised only)

Timetabled Train Kilometres (TTKM)

- Timetabled Train Kilometres by train operating company – [Table 12.1](#)

(Includes data until 2015-16 Q2)

Revisions: There have been no revisions to the previously published tables associated with this statistical release. Further details can be found at: [Revisions Log](#)

Regional passenger journeys showing rail journeys to/from and within each region or country are published in [Regional Rail Usage](#) statistical release and data portal [tables](#). These 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 published in this Passenger Rail Usage statistical release.

Annex 2

Statistical Releases

This publication is part of the statistical releases which cover the majority of reports that were previously released through the [Data Portal](#). The statistical releases consist of four annual and four quarterly themed releases:

Annual:

- Rail Finance;
- Rail Safety Statistics;
- Rail Infrastructure, Assets and Environmental;
- Regional Rail Usage.

Quarterly:

- Passenger and Freight Rail Performance;
- Freight Rail Usage;
- Passenger Rail Usage;
- Passenger Rail Service Satisfaction.

A full list of publication dates for the next twelve months can be found in the [release schedule](#) on the ORR website.

For more information on data collection and the methodology used to calculate the statistics in this release please see the accompanying [Quality Report](#).

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.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods; and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

For more details please contact the Statistics Head of Profession Lyndsey Melbourne on 020 7282 3978 or contact rail.stats@orr.gsi.gov.uk.

The Department for Transport (DfT) also publishes a range of rail statistics which can be found at [DfT Rail Statistics](#)

We publish, where possible, rail statistics comparing Great Britain with other EU member states. Rail usage comparable statistics are available from Eurostat¹² for passenger journeys and passenger kilometres; these have been discussed in the relevant sections.

¹² <http://epp.eurostat.ec.europa.eu/portal/page/portal/eurostat/home/>



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