



Passenger Rail Usage

2015-16 Q4 Statistical Release

Publication date: 26 May 2016

Background

This release contains statistics on passenger rail usage in Great Britain during January, February and March of 2016 (2015-16 Q4).

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.

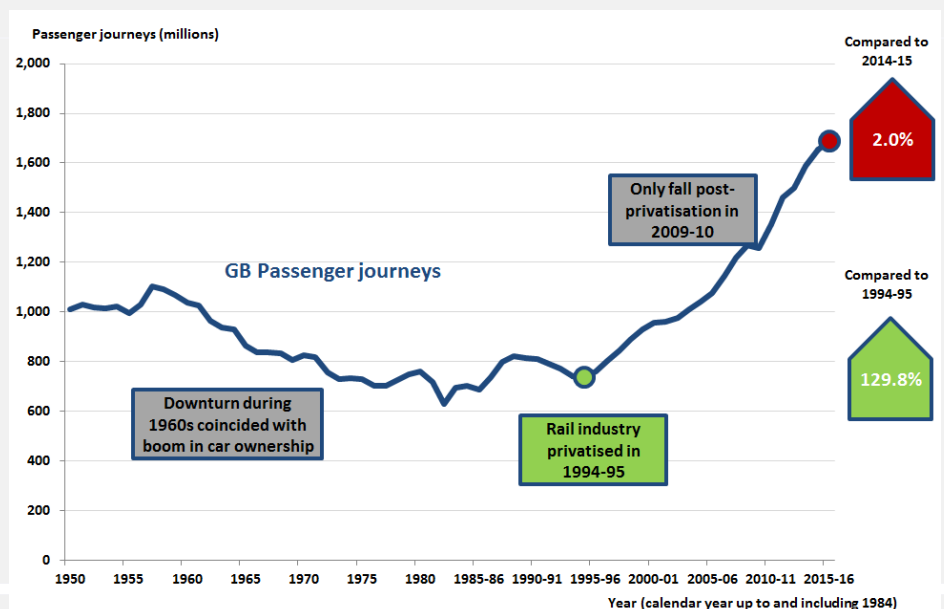
Passenger kilometres, journeys and revenue by sector and ticket type are all sourced from the rail industry's ticketing and revenue database (LENNON) and TOCs.

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

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- **Passenger journeys** in Great Britain reached 1.69 billion in 2015-16, the highest recorded figure since the series began and an increase of 129.8% from the 735.1 million recorded at privatisation in 1994-95. Franchised passenger journeys saw an increase of 2.0% on the 1.65 billion recorded in 2014-15.



- **Passenger kilometres** totalled 64.4 billion, of which 63.8 billion kilometres were by franchised operators, the highest recorded figure since the series began in 1986-87.
- **Passenger revenue** totalled £9.3 billion, the highest recorded figure since the series began in 1986-87. Overall passenger revenue increased by 4.7% compared to the £8.9 billion collected in 2014-15, the lowest year on year increase since 2009-10.
- **Passenger train kilometres** for all operators have increased every year since the time series began in 2010-11 totalling 521.8 million in 2015-16, an increase of 5.1% since 2010-11.

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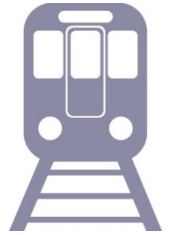
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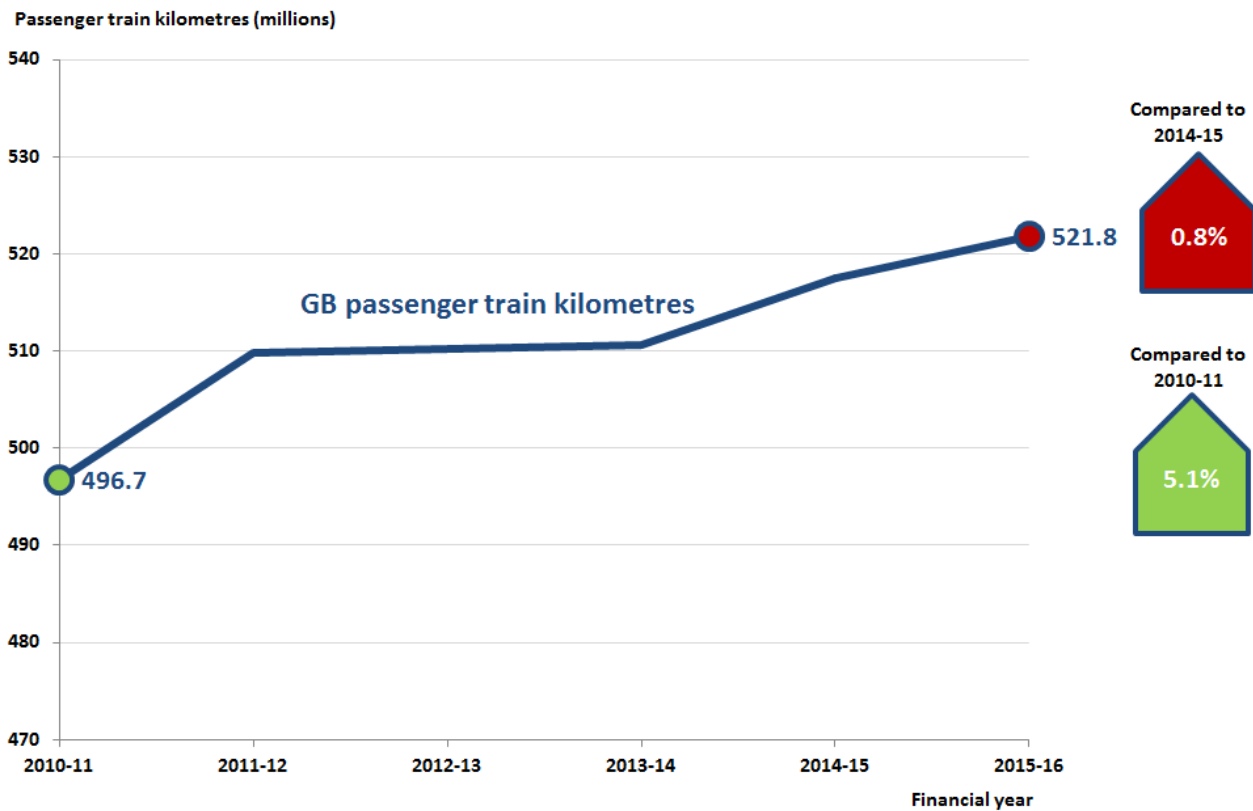
Website: <http://orr.gov.uk/statistics/published-stats/statistical-releases>

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.

Annual 2015-16



- Passenger train kilometres in Great Britain have increased every year since the time series began in 2010-11 totalling 521.8 million in 2015-16, an increase of 5.1% since 2010-11. This has mainly been driven by ScotRail (and Caledonian Sleeper) which combined have increased by 5.9 million train kilometres (13.9%) since 2010-11.
- In 2015-16, passenger train kilometres for all franchised operators in Great Britain were 517.3 million kilometres. This was up 0.8% on the 513.0 million kilometres recorded in 2014-15 and up 5.1% since the annual time series began in 2010-11.

- Govia Thameslink Railway recorded the highest passenger train kilometres among franchised operators in 2015-16 totalling 61.9 million kilometres. With Govia Thameslink Railway taking over some Southeastern services in December 2014 and Southern services in July 2015, it recorded the highest passenger train kilometres in 2015-16.
- With some of Greater Anglia's services being transferred to London Overground and TfL Rail in May 2015, London Overground recorded the largest increase in its passenger train kilometres of 34.4% in 2015-16 compared to 2014-15. Consequently, Greater Anglia recorded the largest decrease (12.8%) in its passenger train kilometers when comparing 2015-16 to the previous year.
- Chiltern recorded the second largest increase of 8.0% in its passenger train kilometres in 2015-16 over 2014-15. The opening of the new rail line linking Oxford to London via Bicester in October 2015, has contributed to the growth in passenger train kilometres for Chiltern¹ in 2015-16.
- Passenger train kilometres for non-franchised operators (excluding Heathrow Express) totalled 4.6 million kilometres in 2015-16, an increase of 1.7% on 2014-15, but down 0.2% since the annual time series began in 2010-11. This decrease may be attributed to the closure of the Wrexham and Shropshire Railway operations towards the end of 2010-11. They were in operation between April 2008 and February 2011.
- The highest passenger train kilometres recorded among the non franchised operators was for Grand Central with services between London and the North East & Yorkshire, recording a total of 2.6 million kilometres in 2015-16.

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.

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

Timetabled train kilometres

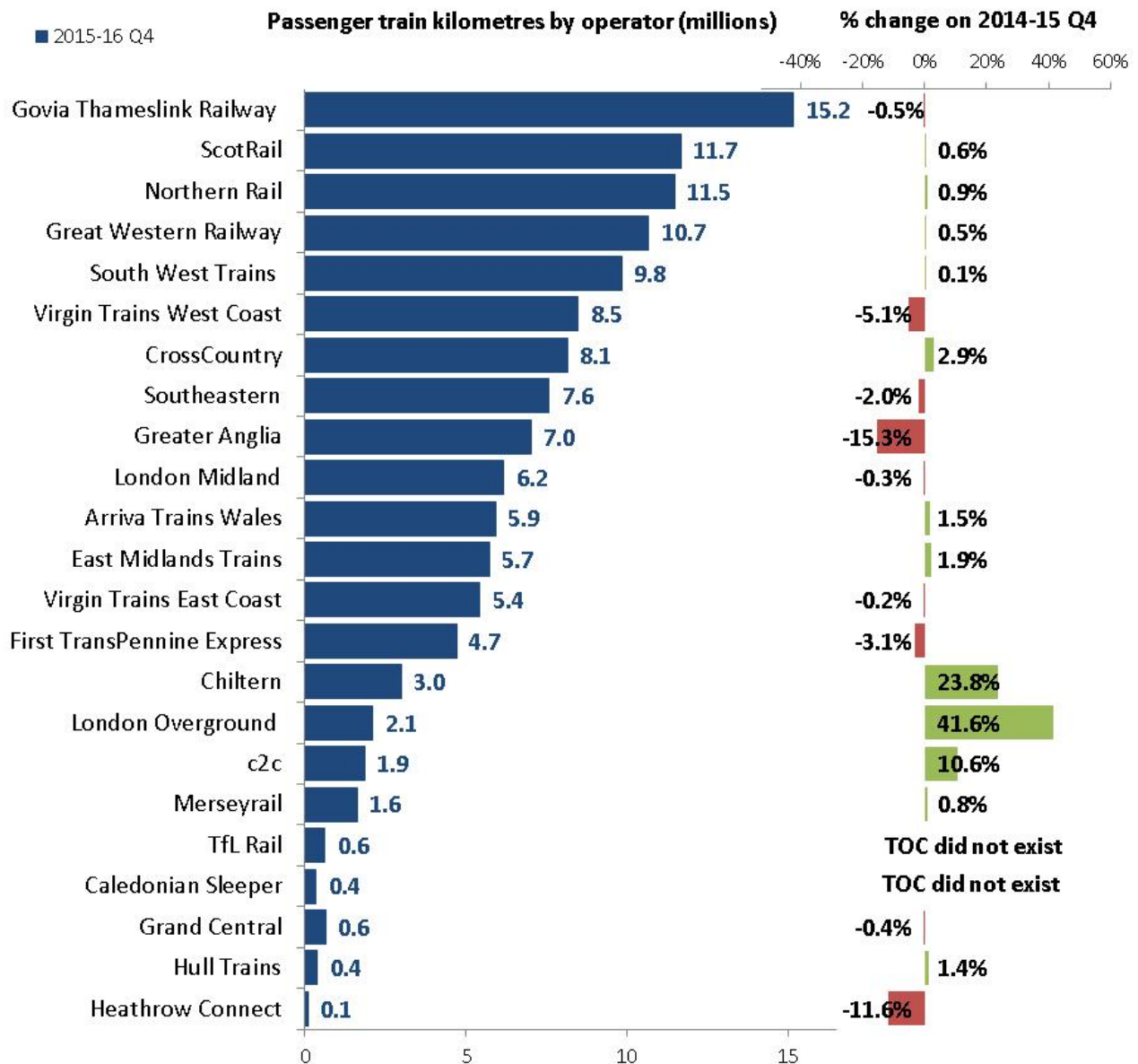
(TTKM) refers to the number of train kilometres (million) each train operator would achieve if they operated 100% of their timetable.

Quarterly data for **Passenger Train kilometres** is available from 2010-11 Q1 to 2015-16 Q4. ([Table 12.13](#))

¹ <http://www.chilternrailways.co.uk/oxford-parkway-open>

2015-16 Quarter 4 Results

Passenger train kilometres by operator– chart ([Table 12.13](#))
Great Britain, 2015-16 Q4



- The total number of passenger train kilometres across all franchised operators in 2015-16 Q4 increased by 0.7% compared to 2014-15 Q4, recording a total of 127.5 million kilometres.
- Govia Thameslink Railway continues to be the operator with the highest passenger train kilometres in 2015-16 Q4, recording 15.2 million kilometers. Southern and Govia Thameslink Railway data have been aggregated and remapped back to the beginning of the time series.

- London Overground recorded the largest quarter on quarter increase in its passenger train kilometres of 41.6% this quarter compared to 2014-15 Q4, due to transfer of some of the Greater Anglia services to London Overground in May 2015. Consequently Greater Anglia with 7.0 million passenger train kilometres in 2015-16 Q4 has seen the biggest drop in its passenger train kilometres, down by 15.3% compared to 2014-15 Q4.
- The opening of the new rail line linking Oxford to London via Bicester in October 2015 has contributed to the 23.8% growth for Chiltern² in 2015-16 Q4 compared to last year. This amounted to a growth of 0.6 million passenger kilometres.
- Passenger train kilometres for Virgin Trains West Coast and First TransPennine Express dropped by 5.1% and 3.1% respectively in 2015-16 Q4 compared to the same quarter last year. Poor weather conditions³ in northern England with a series of storms and closure of the West Coast Main Line at Lamington, near Lockerbie, due to Storm Frank impacted their passenger train kilometres this quarter.
- Passenger train kilometres for non-franchised operators have increased by 0.7% compared to 2014-15 Q4, recording a total of 1.1 million kilometres. While passenger train kilometres for Grand Central dropped by 0.4%, it was offset by a 1.4% increase in the passenger train kilometres for Hull Trains this quarter compared to this time last year.

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

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

³ <https://www.networkrail.co.uk/news/2016/feb/fast-response-network-rail-getting-services-on-track/>

2. Passenger kilometres

Annual 2015-16



The annual data disaggregated by sector and ticket type has been updated to include historical data from 1994-95 and 1986-87 respectively.

- In 2015-16 passenger kilometres in Great Britain totalled 64.4 billion, of which 63.8 billion kilometres were by franchised operators, the highest recorded figure since the series began in 1986-87. This was an increase of 2.3% on the 62.4 billion passenger kilometres recorded in 2014-15 for franchised operators. Passenger kilometres have more than doubled in the last 30 years, with an increase of 107.1% over the 30.8 million kilometres recorded in 1986-87.
- Growth in franchised passenger kilometres in the Regional (including Scotland) sector⁴ outstripped growth in the Long Distance and London and South East sectors. Franchised Regional (including Scotland) passenger kilometres increased by 2.7% to 12.3 billion kilometres in 2015-16. This was the second year in a row that the London and South East sector did not record the highest growth.
- Passenger kilometres on Ordinary Anytime / Peak tickets recorded the highest increase of 7.4% in 2015-16 over 2014-15. Passenger kilometres on Season tickets totalled 17.5 billion, an increase of 0.8% this year over 2014-15. This was the lowest year on year increase in Season ticket passenger kilometres since 2009-10, when they fell by 4.6%.
- With 8.9 billion, Govia Thameslink Railway recorded the highest passenger kilometres in 2015-16. This was as a result of merging with Southern services in July 2015.

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](#)

⁴ 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](#)

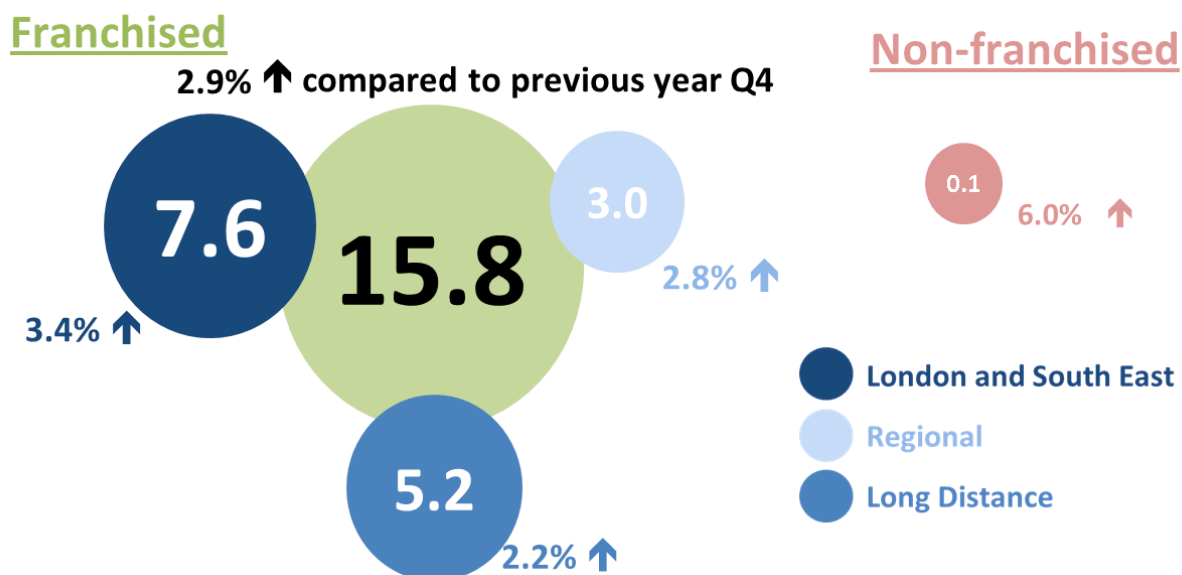
- With some of Greater Anglia's services being transferred to London Overground and TfL Rail in May 2015, the largest year on year increase in passenger kilometres was recorded by London Overground, with a 10.5% increase over 2014-15. Consequently, Greater Anglia recorded the largest decrease with a 14.3% fall in its passenger kilometres compared to 2014-15.
- For non-franchised operators (Hull Trains and Grand Central) the number of passenger kilometres increased by 11.5% in 2015-16 compared to 2014-15, reaching 603 million. Year on year passenger kilometre growth in the non-franchised sector has now exceeded 10% in each of the last four years.

2015-16 Quarter 4 Results

Passenger kilometres by sector and ticket type

Passenger kilometres by sector ([Table 12.3](#))
Great Britain, 2015-16 Q4

Passenger Kilometres (billions)

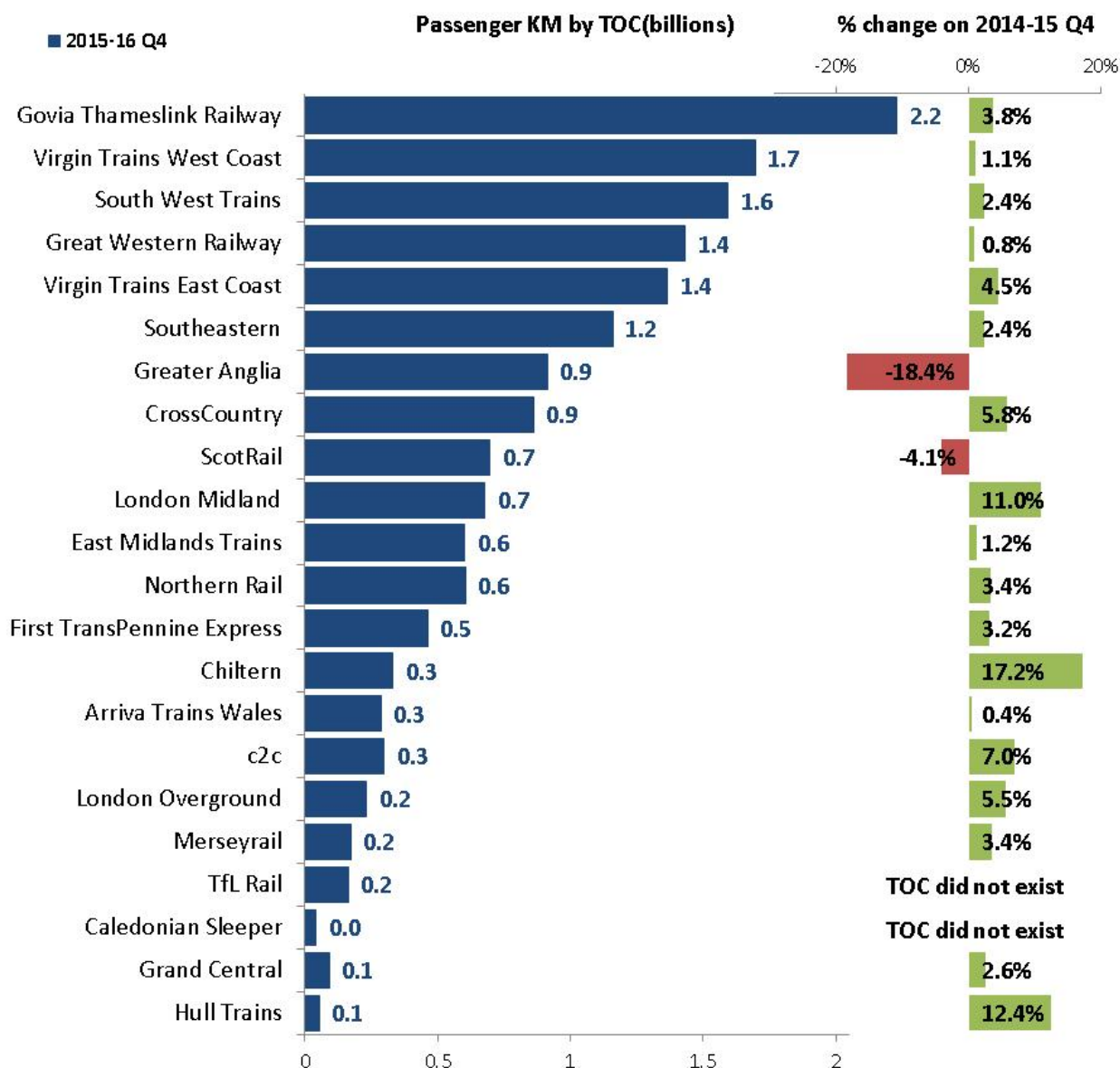


- Total franchised passenger kilometres in 2015-16 Q4 was 15.8 billion, an increase of 2.9% compared to the same quarter last year.
- Total franchised passenger kilometres on Ordinary tickets recorded 11.0 billion kilometres in 2015-16 Q4, increasing by 4.1% compared to the same quarter last year. Passenger kilometres on Ordinary Anytime/Peak tickets recorded the highest growth this quarter (7.0%), totalling 2.8 billion kilometres.
- London and South East franchised operators totalled 7.6 billion passenger kilometres during 2015-16 Q4, up by 3.4% on Q4 last year, and accounting for 48.1% of all franchised passenger kilometres in Great Britain in 2015-16 Q4. The main driver behind this growth has been an increase in passenger kilometres on Ordinary Anytime/Peak and Off-Peak tickets.
- In 2015-16 Q4, the passenger kilometres on Long Distance franchised operators increased by 2.2% 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 (3.2%), the other main driver in this sector, Ordinary Off-Peak tickets, increased by 6.7%.

- There were 3.0 billion passenger kilometres by franchised Regional operators (including Scotland) in 2015-16 Q4, an increase of 2.8% compared to Q4 last year. The main driver of passenger kilometres in this sector, Ordinary Off-Peak tickets increased by 5.2% compared to the same quarter last year.
- Passenger kilometres by non-franchised operators accounted for 0.14 billion kilometres in 2015-16 Q4, an increase of 6.0% compared to Q4 last year.

Passenger kilometres by train operating company (TOC)

Passenger kilometres by TOC – chart ([Table 12.11](#))
Great Britain, 2015-16 Q4



- The highest passenger kilometres in 2015-16 Q4 among franchised operators was recorded by Govia Thameslink Railway, totalling 2.2 billion kilometres in 2015-16 Q4, an increase of 3.8% over the 2014-15 Q4.
- The highest quarter on quarter increase in passenger kilometres was recorded by Chiltern, increasing by 17.2% followed by London Midland with 11.0%. The opening of the new rail line linking Oxford to London via Bicester in October 2015 may be the reason for the increase in passenger kilometres for Chiltern, whilst the opening

of the newly rebuilt Birmingham New Street⁵ station with the adjoining redeveloped shopping centre has boosted London Midland's passenger kilometres this quarter.

- The only operators to record a decrease in their passenger kilometres this quarter are Greater Anglia (18.4%) and ScotRail (4.1%) both due to the transfer of some of their services in 2015; Greater Anglia transferred some of its services to London Overground and TfL Rail and ScotRail transferred its sleeper services to Caledonian Sleeper. A series of storms and poor weather conditions also affected ScotRail services, thereby contributing to its decrease in passenger kilometres this quarter.
- Both Grand Central and Hull Trains in the non-franchised operators have seen growth in their passenger kilometres, with Hull Trains recording 12.4% 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 and annual data are available on the [Data Portal](#)

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.

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

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

⁷ This data includes figures for Northern Ireland.

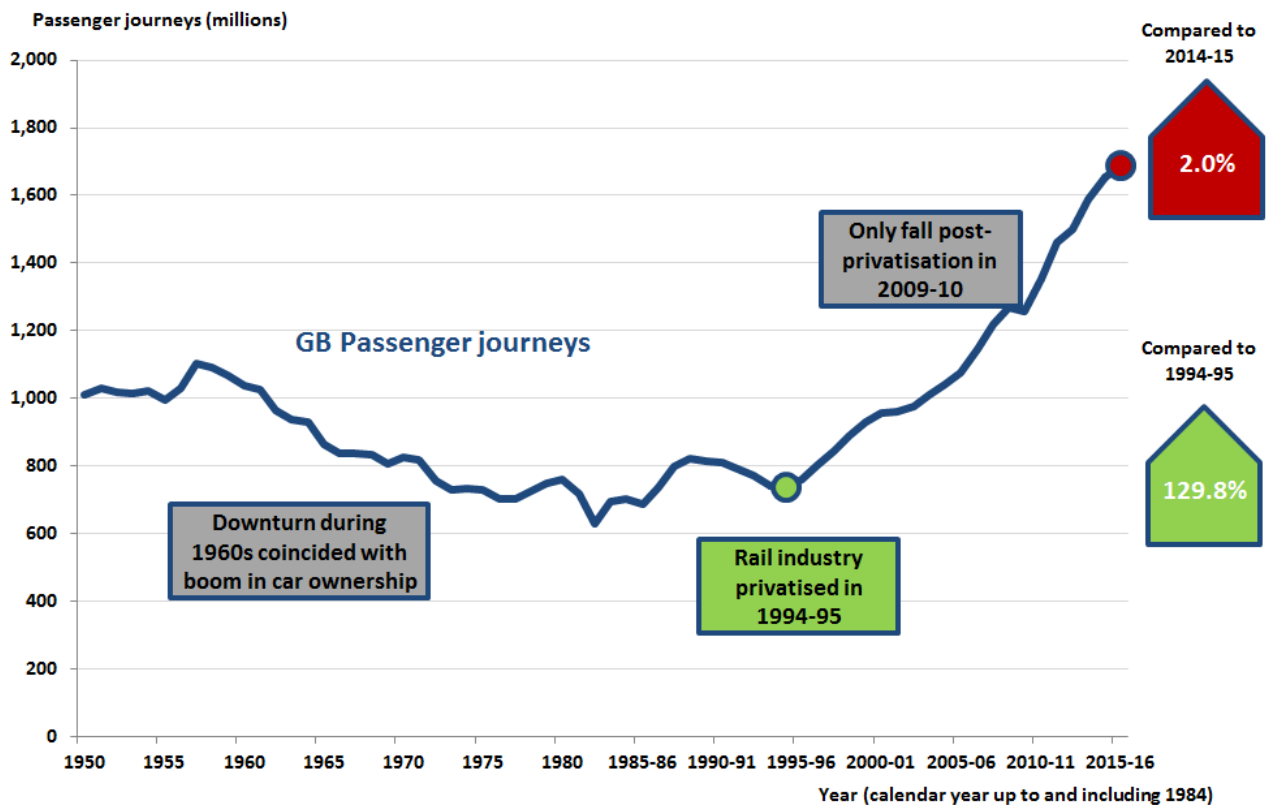
⁸ Calculated from countries who had supplied data in both 2004 and 2014.

3. Passenger journeys

Annual 2015-16



The annual data disaggregated by sector and ticket type has been updated to include historical data from 1994-95 and 1986-87 respectively.



- In 2015-16, 1.69 billion passenger journeys were made in Great Britain, the highest recorded figure since the series began. The vast majority were franchised passenger journeys, with 1.69 billion (1686.9 million) recorded compared to 2.3 million non-franchised operator journeys. Franchised passenger journeys saw an increase of 2.0% on the 1.65 billion recorded in 2014-15. By 2015-16, total passenger journeys on Britain’s rail network had increased by 129.8% from the 735.1 million recorded at privatisation in 1994-95.
- Total passenger journeys made on Britain’s railways remained steady during the early 1950s before reaching a peak of 1.10 billion journeys in 1957. That remained the highest number of journeys on record until 2006-07. The period between the late 70’s and early 80’s coinciding with the global recession, saw the lowest ever journeys in Great Britain with 630 million journeys in 1982.

- The franchised Long Distance sector recorded the highest growth (150.6%) in passenger journeys among the three sectors since privatisation in 1994-95. The Long Distance sector accounts for 8.1% of all journeys, up from 7.4% at privatisation.
- Franchised operators across all sectors experienced an increase in passenger journeys between 2014-15 and 2015-16. With the London and South East sector accounting for 70.1% of the total franchised passenger journeys, the total passenger journeys in this sector was 1.18 billion in 2015-16, recording a 2.4% growth over the last year.
- Franchised journeys made on all Ordinary ticket types with the exception of 'Other' tickets, recorded their highest ever journey numbers since the beginning of the time series. Ordinary Anytime/Peak tickets recorded the highest increase of 6.3% in 2015-16 compared to 2014-15.
- In contrast to the Ordinary tickets, journeys made on Season tickets saw a decrease of 0.3% in 2015-16 over the last year. This is the first year since 2009-10 that journeys on season tickets have fallen.
- The merger of Southern services with Govia Thameslink Railway in July 2015 resulted in Govia Thameslink Railway recording the highest passenger journeys made by a franchised operator in 2015-16, with a total of 327.0 million journeys.
- London Overground registered the highest year on year increase in passenger journeys during 2015-16. Patronage increased by 10.5%, the highest year on year increase in its passenger journeys since 2012-13 which saw a record increase of 21.5% coinciding with the London Olympics in 2012.
- Southeastern, having transferred some of its services to Govia Thameslink Railway in December 2014, recorded the first ever decrease in its year on year passenger journeys since the time series began in 2011-12 dropping by 2.2% in 2015-16. Greater Anglia (36.1%) and Merseyrail (2.1%) were the only other franchised operators to see a drop in passenger journeys in 2015-16, although Greater Anglia did transfer some of its services to TfL Rail and London Overground over this period.

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](#).

- Passenger journeys made on non-franchised operators totalled 2.3 million, an increase of 11.2 % over 2014-15. Hull Trains, totaling 0.9 million journeys in 2015-16, recorded their highest ever increase (15.8%) since the time series began in 2011-12.

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 lower estimates than the total journeys published in this Passenger Rail Usage statistical release.

2015-16 Quarter 4 Results

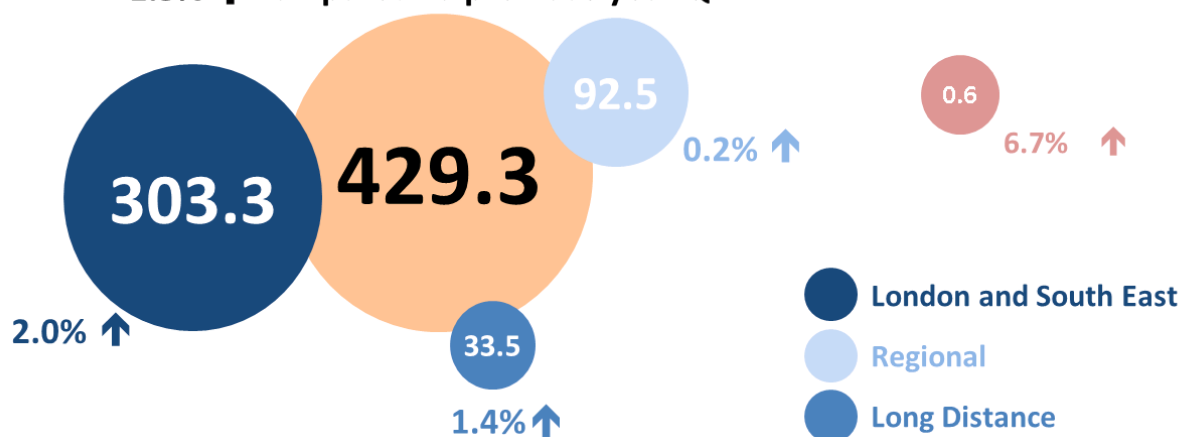
Passenger journeys by sector and ticket type

Passenger journeys by sector ([Table 12.6](#))
Great Britain, 2015-16 Q4

Passenger Journeys (millions)

Franchised

1.5% ↑ compared to previous year Q4

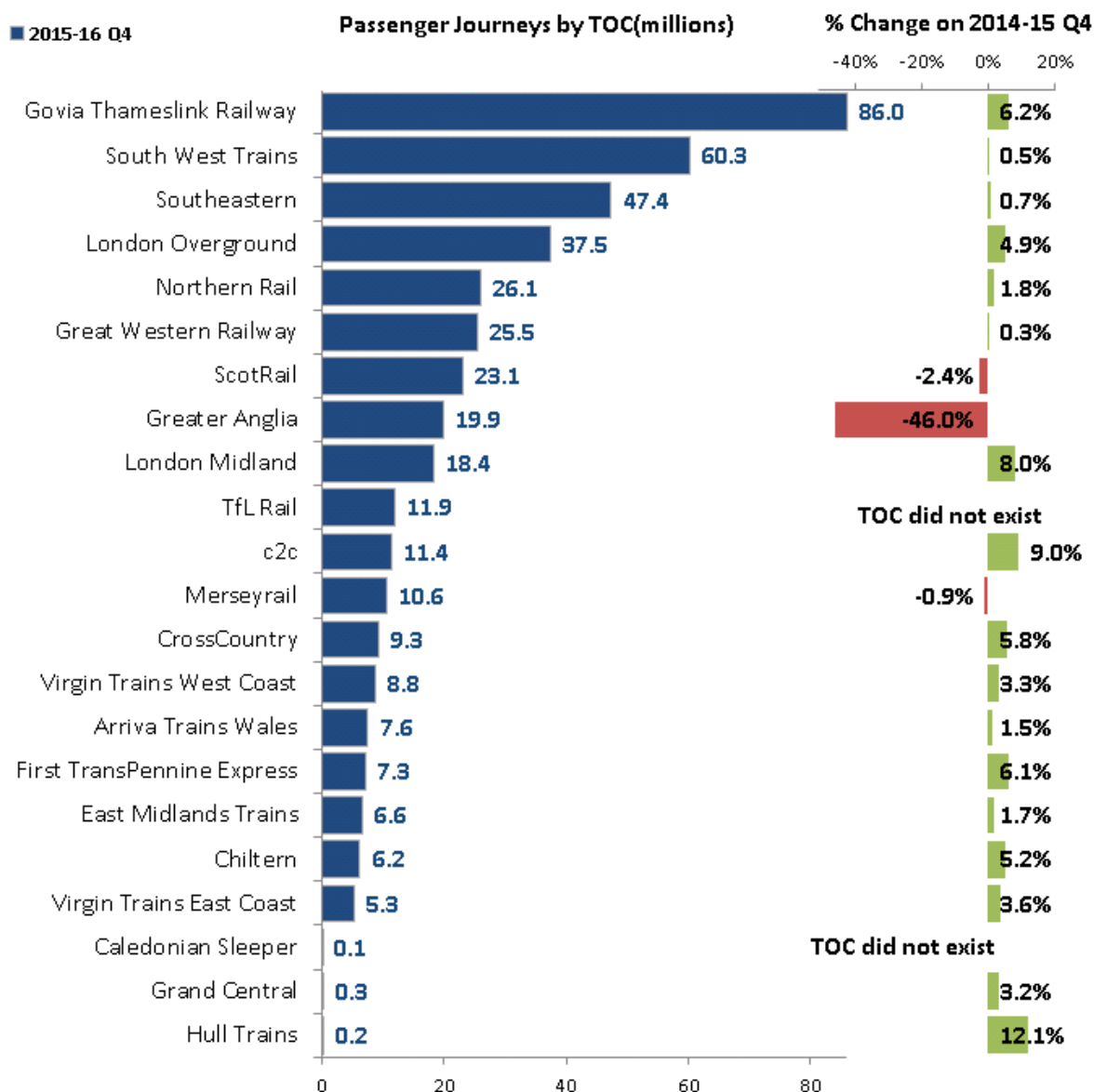


- Total passenger journeys in 2015-16 Q4 reached 429.8 million, a 1.5% increase on the same quarter last year bringing the total number of passenger journeys made in 2015-16 to 1.69 billion journeys.
- Franchised passenger journeys accounted for 429.3 million (99.9% of the total), more than doubling in the last 20 years. Franchised passenger journeys on Ordinary ticket types saw growth of 4.5% this quarter, with Anytime/Peak ticket journeys (93.1 million) recording the highest growth rate (7.2%) of all ticket types compared to 2014-15 Q4.
- Journeys made on Season tickets recorded a 1.8% fall this quarter compared to 2014-15 Q4. This is the third 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 Q4 (303.3 million), up by 2.0% on 2014-15 Q4 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 (70.7%) 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 51.4% of the journeys in 2015-16 Q4, made on Season tickets.

- The franchised Long Distance sector had 33.5 million journeys in 2015-16 Q4, a 1.4% increase on the same quarter last year. Journeys made on Ordinary tickets account for the majority of the passenger journeys in this sector. Journeys made on Ordinary Advance tickets recorded a drop this quarter, but this was offset by increases in journeys made on Anytime/Peak and Off-Peak tickets.
- The franchised Regional sector recorded 92.5 million journeys in 2015-16 Q4, an increase of 0.2% compared to the same quarter last year. Poor weather conditions in the North of England affected the passenger journeys made by the franchised Regional (including Scotland) operators this quarter. The main drivers of passenger journeys in this sector, the Ordinary Off- Peak and Anytime/Peak tickets saw an increase, as did Advance ticket journeys. The overall drop in the Season ticket journeys made in Great Britain this quarter was driven by a drop in the Regional sector.
- The non-franchised sector had 0.6 million passenger journeys in 2015-16 Q4, an increase of 6.7% compared to the same quarter last year and in line with the increases seen in passenger kilometres.

Passenger journeys by train operating company (TOC)

Passenger journeys by TOC – chart ([Table 12.12](#))
Great Britain, 2015-16 Q4



- 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 Q4 totalling 86.0 million; 20% of all journeys made in Q4.
- The highest quarter on quarter increase in passenger journeys was recorded by c2c, increasing by 9.0%, followed by London Midland with an 8.0% increase.

- Greater Anglia, ScotRail and Merseyrail were the only operators to have recorded a drop in their passenger journeys in 2015-16 Q4. Greater Anglia having transferred some of its services to London Overground and TfL Rail and poor weather conditions impacting journeys along the routes operated by ScotRail have attributed to the drop in their passenger journeys this quarter compared to 2014-15 Q4.
- As seen in passenger kilometres, both non-franchised operators, Grand Central and Hull Trains, have seen growth in their passenger journeys, with Hull Trains recording a 12.1% increase in 2015-16 Q4. 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.

4. Passenger revenue



Annual 2015-16

The annual data disaggregated by sector and ticket type has been updated to include historical data from 1994-95 and 1986-87 respectively.

- In 2015-16, £9.3 billion was raised from passenger journeys made in Great Britain, the highest recorded figure since the series began in 1986-87. This was split between £9.2 billion for franchised operators and £71.6 million for non-franchised operators.
- Overall passenger revenue increased by 4.7% compared to the £8.9 billion collected in 2014-15, the lowest year on year increase since 2009-10. However, it is to be noted that the average fare increases in January 2015 and January 2016 were 2.2% and 0.7% respectively, so the lower growth in passenger revenue is to be expected.
- Revenue from Ordinary Anytime/Peak tickets recorded the highest growth (8.7%) in 2015-16 compared to 2014-15, reaching £2.6 billion, mirroring the growth seen in passenger journeys made on the Anytime/Peak tickets. Ordinary Off-Peak tickets brought in the highest revenue among all ticket types, totalling £2.9 billion, in 2015-16.
- All three franchised sectors experienced an increase in revenue between 2014-15 and 2015-16, with the revenue from the Long Distance sector seeing the highest growth of 5.2%. This was the first time since 2006-07 that revenue growth in the Long Distance sector outstripped growth in the London and South East sector.
- Revenue from franchised operators in London and South East totalled £4.6 billion, an increase of 4.2%, which was the lowest year on year growth among the three sectors.
- Revenue collected by the franchised Regional sector increased to £1.4 billion in 2015-16, a growth of 5.0% over 2014-15. This represented the lowest revenue growth in the sector since 2009-10.

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.

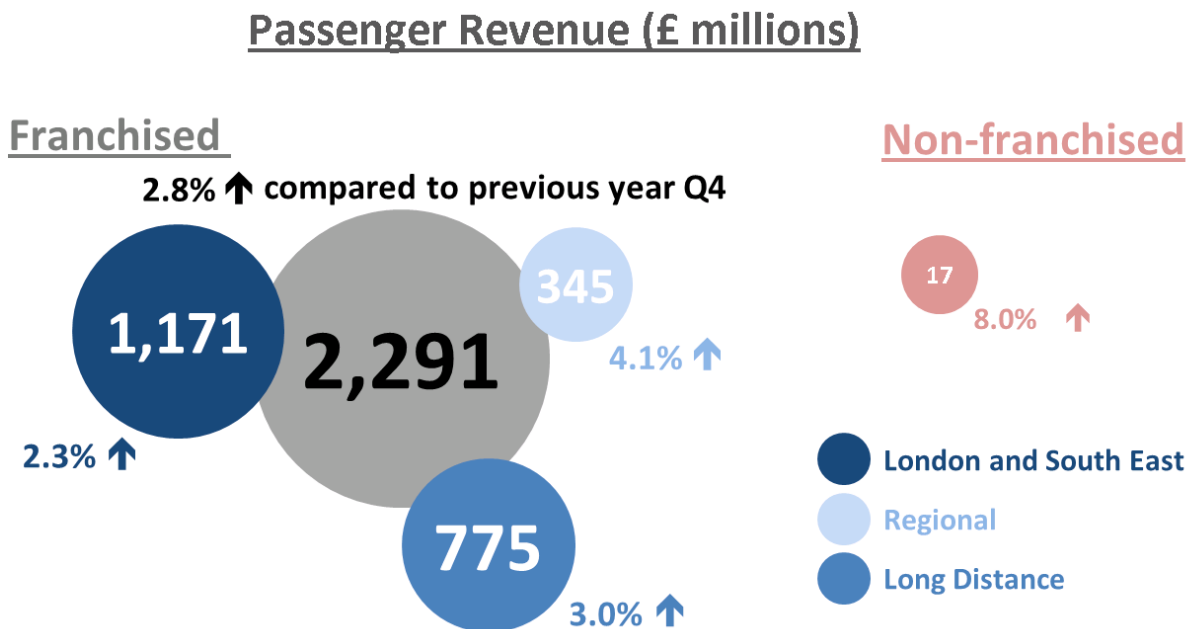
Quarterly data **by ticket type** is now available from 1996-97 Q1 and annual data is available from 1986-87.

- Revenue from non-franchised operators continues to grow, registering a 14.0% growth between 2014-15 and 2015-16 bringing the total revenue for non-franchised operators to £71.6 million.
- Franchised operators revenue equated to 14.44 pence per passenger kilometre or £5.46 per journey in 2015-16; increases of 2.3% and 2.6% respectively compared to 2014-15.

2015-16 Quarter 4 Results

Passenger revenue by sector and ticket type

Passenger revenue by sector ([Table 12.8](#))
Great Britain, 2015-16 Q4



- In 2015-16 Q4, passenger revenue across all operators totalled £2.3 billion, a 2.8% increase on 2014-15 Q4. Revenue from franchised operators (£2.291 billion) saw an increase in all three sectors compared to the same quarter last year. The main drivers of this increase were the revenue from Ordinary Anytime/Peak and Off-Peak ticket sales.
- Revenue from Ordinary tickets accounted for the highest share of ticket revenue (73.9%) in 2015-16 Q4, generating £1.693 billion; a 4.0% increase compared to 2014-15 Q4. Revenue from Ordinary Anytime/Peak fares (£660 million) saw the highest quarter on quarter increase of all the Ordinary ticket types with 6.9%.

- Revenue from Season tickets saw a 0.6% decrease on the same quarter last year, generating £599 million. This was the first time since 2009-10 Q2 that revenue fell compared to its equivalent quarter the previous year.
- Revenue from franchised operators within the London and South East sector reached £1.2 billion during 2015-16 Q4, an increase of 2.3% when compared to the same quarter last year. As the London and South East sector has the highest proportion of journeys (70.7%), the majority of the revenue also comes from this sector, bringing in 51.1% of the total franchised passenger revenue this quarter. Revenue from all Ordinary ticket types except 'Other' recorded a strong growth in this sector in 2015-16 Q4 compared to 2014-15 Q4.
- Passenger revenue for franchised Long Distance services increased by 3.0% in 2015-16 Q4 reaching £775 million. Despite passenger revenue from Ordinary Advance tickets falling this quarter compared to 2014-15 Q4, all other ticket types registered a growth in revenue in this sector.
- During 2015-16 Q4 franchised Regional operators generated £345 million, a 4.1% increase on the same quarter last year, and the highest growth among the three sectors this quarter. This was mainly driven by revenue from Ordinary Anytime/Peak ticket sales.
- Revenue generated by non-franchised operators increased by 8.0% this quarter compared to 2014-15 Q4, recording total revenue of £17.5 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.

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 Eurostat⁹ for passenger journeys and passenger kilometres; these have been discussed in the relevant sections.

⁹ <http://epp.eurostat.ec.europa.eu/portal/page/portal/eurostat/home/>



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