



NATIONAL RAIL TRENDS 2007-2008 QUARTER THREE



OFFICE OF RAIL REGULATION

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Introduction

This edition of *National Rail Trends* covers October to December – Quarter Three (Q3) – of the financial year 2007–08, and includes an update of rail usage and performance data. Data are quarterly and/or annual and **should always be used in conjunction with the notes and definitions**. Additional notes, such as a description of sector classifications, are included in the *Appendix*.

On the 11 November 2007 there was a change to the operation of passenger rail services in Great Britain, with four new franchises.

- CrossCountry (XC Trains) is now operating most of the Virgin CrossCountry franchise and some routes from the Central Trains franchise.
- East Midlands Trains is now operating Midland Main Line and regional services previously run by Central Trains.
- London Midland is now operating the services previously run by Silverlink Counties and the West Midlands part of Central Trains.
- London Overground is now operating the services previously run by Silverlink Metro.

CrossCountry (XC Trains) is categorised as a long-distance operator. East Midlands is split across two sectors (regional and long-distance). London Midland is split across two sectors (regional, and London and South East). London Overground is categorised as a London and South East operator.

On 9 December 2007 National Express East Coast took over the franchise previously operated by GNER.

Data for the new train operating companies (TOCs) have been categorised according to the sector of their predecessors with the exception of Table 1.4, to allow a consistent time series comparison. Table 1.4 Timetabled train kilometres data do not include new TOC data due to complications in methodology. New TOC data for Table 1.4 will be included from 2007–08 Quarter Four. In *Chapter 2 Rail performance*, Table 2.1 Public performance measure (PPM), new TOC data has been split across the sectors mentioned above.

On 1 April 2006 First Capital Connect took over the operating services previously run by Thameslink and WAGN, while the First Greater Western franchise became responsible for former First Great Western, First Great Western Link and Wessex Trains services. For the purposes of sector reporting in *National Rail Trends*, First Capital Connect is categorised as a London and South East operator. First Great

Western data are split across the three sectors (long-distance, regional and, London and South East) so that there is consistency in the sector time series. The only exception to this is the 'Timetabled train kilometres' metric, where all First Great Western services appear in the long-distance sector. For more information on sector classifications see the *Appendix*.

Note

Due to data quality issues the tables and charts in *Section 2.2 Rail complaints and Chapter 5 Rail Fares Index* will be published at a later date.

None of the data provided in *National Rail Trends* could be presented without the close cooperation of other organisations in the rail industry. This cooperation, especially that received from Network Rail, Association of Train Operating Companies (ATOC), the freight operators, the train operators and the Department for Transport (DfT), is gratefully received.

Changes to the publication

Following the May 2006 review of *National Rail Trends*, changes were made to the analysis and presentation of data in the recent editions of *National Rail Trends*. These changes are outlined in *National Rail Trends 2006–07 Q2*, page 5.

Non-franchised passenger trains

Non-franchised passenger train data are not included in the tables and charts in *Chapter 1 Rail usage*.

Contacts

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Executive summary

Quarter dates

- Q1 - April, May and June
- Q2 - July, August and September
- Q3 - October, November and December
- Q4 - January, February and March

Revisions

All data for the current financial year are provisional. At the end of each financial year a reconciliation exercise with the train operating companies (TOCs) takes place and data are finalised in the *Yearbook* (Q4) edition of the publication.

Rounding

All the tables in *National Rail Trends* show data rounded, normally to one decimal place or to the nearest whole number. In some cases this means that large percentage changes between quarters can occur with no visible change to the published results.

Historic data

Previous editions of *National Rail Trends* containing historic data, including Strategic Rail Authority publications, can be obtained on the Office of Rail Regulation website under Rail Statistics: <http://www.rail-reg.gov.uk/>.

NRT Excel spreadsheets are also available on this website.

Key Results: 2007–08 Q3

- In 2007–08 Q3 total passenger kilometres were 12.1 billion (moving annual average).
- In 2007–08 Q3 total passenger journeys were 303 million (moving annual average).
- In 2007–08 Q3 total passenger revenue was £1,363 million (moving annual average).
- The Public Performance Measure moving annual average for 2007–08 Q3 was 89.3%, an increase of 1.0 percentage point from 2006–07 Q3. This is compared to a 2.9 percentage point increase between 2005-06 Q3 and 2006–07 Q3.
- Total freight moved in 2007–08 Q3 was 5.2 billion net tonne kilometres, a 3.5% decrease on 2006–07 Q3.
- In 2007-08 Q3 the amount of freight lifted was 25.9 million tonnes, this included 11.2 million tonnes of coal lifted.
- The average age of rolling stock for all operators was 14.4 years in 2007–08 Q3. For regional and long-distance operators the average age was 16.8 years.

1 Rail usage

Key results 2007–08 Q3

- In 2007–08 Q3 total passenger kilometres were 12.1 billion (moving annual average).
- The number of passenger kilometres by ordinary fares and season tickets was 8.4 and 3.9 billion kilometers, respectively, in 2007–08 Q3.
- For the London and South East operators passenger kilometres by sector increased by 5.4% from 5.8 billion kilometres in 2006–07 Q3 to 6.1 billion kilometres in 2007–08 Q3. This is compared to an increase of 7.7% between 2005–06 Q3 and 2006–07 Q3.
- For the regional operators passenger kilometers increased by 4.2% between 2006–07 Q3 and 2007–08 Q3, the same percentage increase as for 2006–07 Q3 on 2005–06 Q3.
- For the long-distance operators passenger kilometers increased by 3.1% between 2006–07 Q3 and 2007–08 Q3, this is compared to a 7.2% between 2005–06 Q3 and 2006–07 Q3.
- In 2007–08 Q3 total passenger journeys were 303 million (moving annual average).
- London and South East operators saw an increase in passenger journeys of 6.7% from 2006–07 Q3 (200 million journeys) to 2007–08 Q3 (214 million journeys). Between 2005–06 Q3 and 2006–07 Q3 passenger journeys rose by 6.4% in this sector.
- In 2007–08 Q3 total passenger revenue was £1,363 million (moving annual average).
- London and South East operators' revenue increased from £630 million to £701 million, an increase of 11.3% from 2006–07 Q3 to 2007–08 Q3. This is compared to an increase of 11.9% between 2005–06 Q3 and 2006–07 Q3.
- The 2007–08 Q3 on 2006–07 Q3 revenue increases for regional and long-distance operators were 9.0% and 7.2%, respectively. From 2005–06 Q3 to 2006–07 Q3 revenue increased by 6.4% for regional operators and by 14.9% for long-distance operators.
- Revenue per journey was £4.47 per journey in 2007–08 Q3, an increase of 4.5% from 2006–07 Q3 to 2007–08 Q3. This is compared to an increase of 5.5% between 2005–06 Q3 and 2006–07 Q3.

Methodology for passenger journeys and kilometres data

The rail industry's central ticketing system, Latest Earnings Networked Nationally Over-Night (LENNON), is the basis for passenger kilometres and journeys data. LENNON, however, does not correctly record sales of certain products, in particular some operator-specific tickets and Passenger Transport Executive (PTE) multi-modal tickets. The journeys and kilometres from these tickets are added in at the end of each financial year when a reconciliation exercise with the TOCs takes place. Therefore all data for the current financial year are provisional but will be finalised in the *Yearbook* (Q4) edition.

Journeys datasets in LENNON

LENNON contains two datasets - pre-allocation (sales) and post-allocation (earnings). Passenger usage statistics in *National Rail Trends* are based on the post-allocation dataset. Allocations are created for each ticket group, dependent on sales levels, by Operational Research Computer Allocation of Ticket Sales (ORCATS). These allocations are principally used to apportion journeys between TOCs.

ORCATS is a mathematical model which uses a similar logic to journey planning systems and identifies passenger 'opportunities to travel' from an origin station to a destination station using timetable information. An opportunity to travel may include one or more changes of train, and one journey will be generated for each train used during an opportunity to travel. This will result in the number of journeys being inflated by around 5%, compared to the pre-allocation dataset that does not assign journeys between TOCs.

1.1 Passenger kilometres

Notes:

For passenger kilometres, new methodology has been applied to the 2007–08 data to improve the categorisation of ticket type. Therefore, direct comparisons between 2007–08 and earlier years should not be made.

Data for 2007–08 Q3 includes new TOCs as at 11 November 2007. New TOCs include CrossCountry (XC Trains), East Midlands Trains, London Midland and London Overground.

TOCs that ceased to exist on 11 November 2007 include Silverlink (Metro and Country), Central Trains, Virgin CrossCountry and Midland Main Line.

GNER ceased to exist on 8 December 2007 replaced by National Express East Coast from 9 December 2007.

These data do not include the non-franchised train operating companies.

Quarter Four includes non-LENNON data which have been provided by the train operating companies.

For conventions on rounding and revisions see the *Introduction*.

Table 1.1a Passenger kilometres by ticket type

Great Britain 2002–03 to 2007–08 Q3 (billions)

		Ordinary fares	Season tickets	Total passenger kilometres	Total passenger kilometres (MAA)
2002-03		28.4	11.3	39.7	
2003-04		28.9	12.0	40.9	
2004-05		29.4	12.4	41.8	
2005-06		30.0	13.2	43.2	
2006-07		32.5	14.0	46.5	
2002-03	Q1	7.1	2.8	9.9	9.8
	Q2	7.6	2.6	10.1	9.8
	Q3	7.1	2.9	10.0	9.8
	Q4	6.7	3.0	9.7	9.9
2003-04	Q1	7.3	2.7	10.0	10.0
	Q2	7.4	3.1	10.4	10.0
	Q3	7.3	2.9	10.2	10.1
	Q4	6.9	3.3	10.2	10.2
2004-05	Q1	7.2	2.9	10.2	10.3
	Q2	7.4	3.1	10.6	10.3
	Q3	7.7	3.0	10.8	10.4
	Q4	7.0	3.2	10.3	10.4
2005-06	Q1	7.6	3.2	10.8	10.6
	Q2	7.2	3.4	10.6	10.6
	Q3	8.0	3.1	11.1	10.7
	Q4	7.2	3.5	10.7	10.8
2006-07	Q1	7.9	3.2	11.2	10.9
	Q2	8.1	3.5	11.5	11.1
	Q3	8.3	3.5	11.8	11.3
	Q4	8.2	3.7	11.9	11.6
2007-08	Q1	8.3	3.6	11.8	11.8
	Q2	8.8	3.5	12.3	12.0
	Q3	8.4	3.9	12.4	12.1

Sources: LENNON database and ATOC

Notes:

Data for 2007–08 Q3 includes new TOCs as at 11 November 2007. New TOCs include CrossCountry (XC Trains), East Midlands Trains, London Midland and London Overground.

TOCs that ceased to exist on 11 November 2007 include Silverlink (Metro and Country), Central Trains, Virgin CrossCountry and Midland Main Line.

GNER ceased to exist on 8 December 2007 replaced by National Express East Coast from 9 December 2007.

These data do not include the non-franchised train operating companies.

Quarter Four includes non-LENNON data which have been provided by the train operating companies.

Refer to *Appendix* for details of sector classification.

For conventions on rounding and revisions see the *Introduction*.

Table 1.1b Passenger kilometres by sector

Great Britain 2002–03 to 2007–08 Q3 (billions)

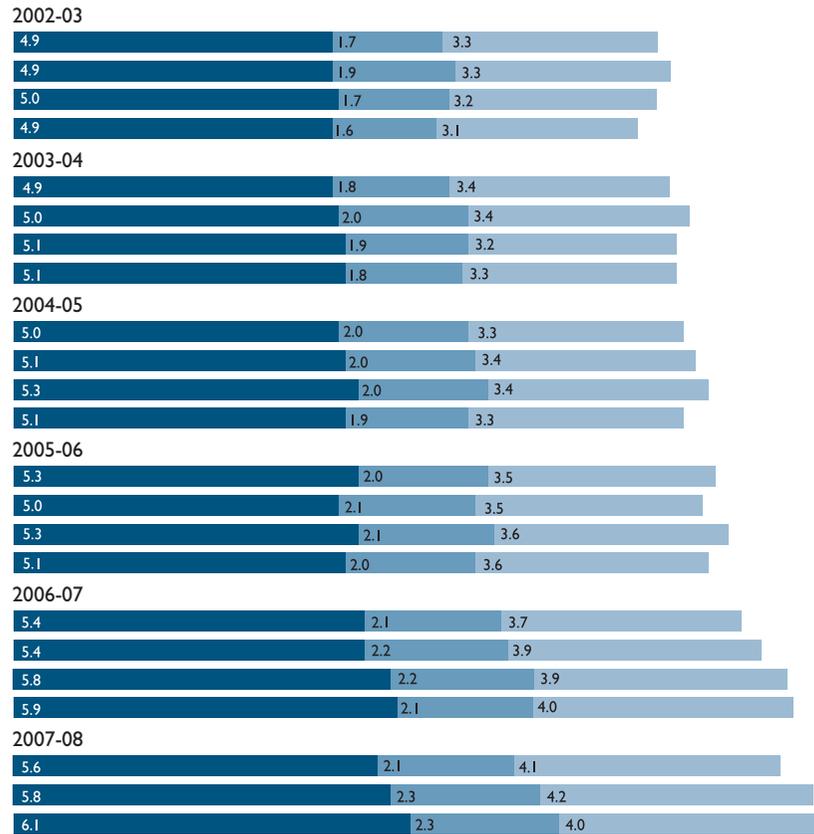
		Long-distance operators	London and SE operators	Regional operators	Total passenger kilometres
2002-03		12.9	19.8	6.9	39.7
2003-04		13.3	20.1	7.5	40.9
2004-05		13.4	20.5	7.9	41.8
2005-06		14.2	20.7	8.3	43.2
2006-07		15.5	22.4	8.6	46.5
2002-03	Q1	3.3	4.9	1.7	9.9
	Q2	3.3	4.9	1.9	10.1
	Q3	3.2	5.0	1.7	10.0
	Q4	3.1	4.9	1.6	9.7
2003-04	Q1	3.4	4.9	1.8	10.0
	Q2	3.4	5.0	2.0	10.4
	Q3	3.2	5.1	1.9	10.2
	Q4	3.3	5.1	1.8	10.2
2004-05	Q1	3.3	5.0	2.0	10.2
	Q2	3.4	5.1	2.0	10.6
	Q3	3.4	5.3	2.0	10.8
	Q4	3.3	5.1	1.9	10.3
2005-06	Q1	3.5	5.3	2.0	10.8
	Q2	3.5	5.0	2.1	10.6
	Q3	3.6	5.3	2.1	11.1
	Q4	3.6	5.1	2.0	10.7
2006-07	Q1	3.7	5.4	2.1	11.2
	Q2	3.9	5.4	2.2	11.5
	Q3	3.9	5.8	2.2	11.8
	Q4	4.0	5.9	2.1	11.9
2007-08	Q1	4.1	5.6	2.1	11.8
	Q2	4.2	5.8	2.3	12.3
	Q3	4.0	6.1	2.3	12.4
Percentage change 2007-08 Q3 on 2006-07 Q3		3.1	5.4	4.2	4.4

Sources: LENNON database and ATOC

Chart 1.1a Passenger kilometres by sector

Great Britain quarterly data 2002–2003 to 2007–08 Q3 (billions)

■ London and SE operators ■ Regional operators ■ Long-distance operators



Sources: LENNON database and ATOC

1.2 Passenger journeys

Notes:

Passenger journey figures include an element of inflation as the figures represent the numbers of different trains used in the course of journeys. See page 7 for further details.

New methodology has been applied to the 2007–08 data, to improve the categorisation of ticket type. Therefore, direct comparisons between 2007–08 and earlier years should not be made.

Data for 2007–08 Q3 includes new TOCs as at 11 November 2007. New TOCs include XC Trains, East Midlands Trains, London Midland and London Overground.

TOCs that ceased to exist from 11 November 2007 include Silverlink (Metro and Country), Central Trains, Virgin CrossCountry and Midland Main Line.

GNER ceased to exist on 8 December 2007 replaced by National Express East Coast from 9 December 2007.

These data do not include non-franchised train operating companies.

Quarter Four includes non-LENNON data which have been provided by the train operating companies.

For conventions on rounding and revisions see the *Introduction*.

Table 1.2a Passenger journeys by ticket type

Great Britain 2002–03 to 2007–08 Q3 (millions)

	Ordinary fares	Season tickets	Total passenger journeys	Total passenger journeys (MAA)	
2002-03	564	412	976		
2003-04	561	451	1,012		
2004-05	579	466	1,045		
2005-06	585	498	1,082		
2006-07	620	543	1,164		
2002-03	Q1	138	101	239	240
	Q2	148	93	241	241
	Q3	143	107	251	241
	Q4	134	111	245	244
2003-04	Q1	141	102	243	245
	Q2	135	115	250	247
	Q3	150	110	260	249
	Q4	136	123	259	253
2004-05	Q1	143	110	253	255
	Q2	139	119	258	257
	Q3	156	116	272	261
	Q4	140	121	261	261
2005-06	Q1	151	119	270	265
	Q2	134	127	261	266
	Q3	163	120	283	269
	Q4	136	132	268	271
2006-07	Q1	151	125	276	272
	Q2	141	139	280	277
	Q3	164	137	301	281
	Q4	165	143	307	291
2007-08	Q1	152	139	291	295
	Q2	165	135	300	300
	Q3	162	153	315	303

Sources: LENNON database and ATOC

Notes:

Passenger journeys figures include an element of inflation as the figures represent the numbers of different trains used in the course of journeys. See page 7 for further details.

Data for 2007–08 Q3 includes new TOCs as at 11 November 2007. New TOCs include CrossCountry (XC Trains), East Midlands Trains, London Midland and London Overground.

TOCs that ceased to exist on 11 November 2007 include Silverlink (Metro and Country), Central Trains, Virgin CrossCountry and Midland Main Line.

GNER ceased to exist on 8 December 2007 replaced by National Express East Coast from 9 December 2007.

Quarter Four includes non-LENNON data which have been provided by the train operating companies.

Refer to *Appendix, part 3*, for details of sector classification.

For conventions on rounding and revisions see the *Introduction*.

Table 1.2b Passenger journeys by sector

Great Britain 2002–03 to 2007–08 Q3 (millions)

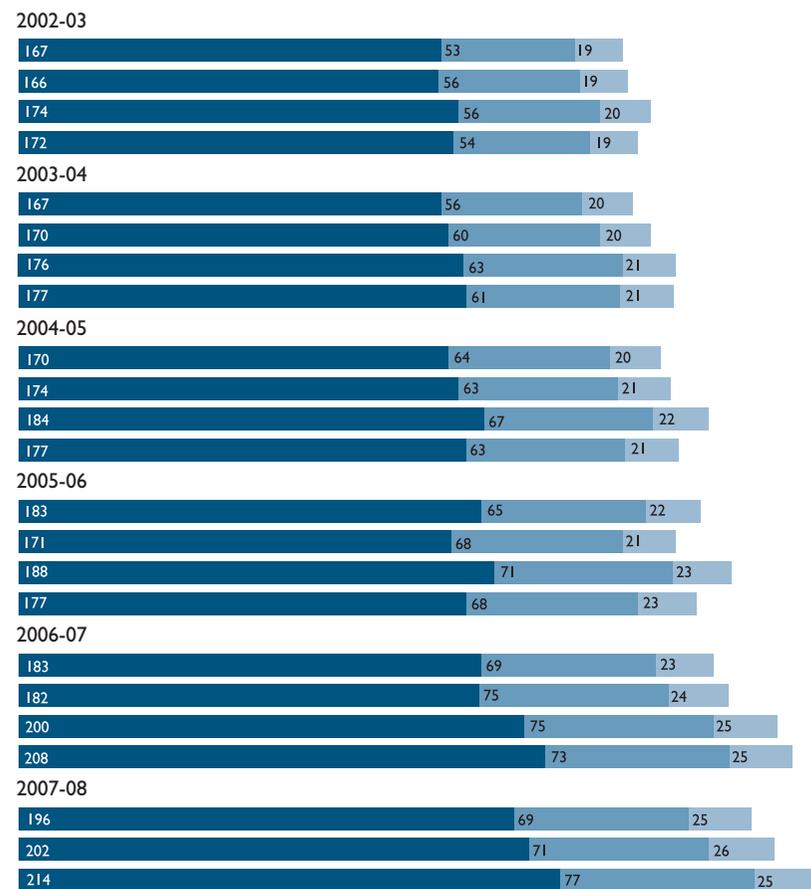
		Long-distance operators	London and SE operators	Regional operators	Total passenger journeys
2002-03		77	679	219	976
2003-04		81	690	240	1,012
2004-05		84	704	256	1,045
2005-06		89	720	273	1,082
2006-07		98	773	292	1,164
2002-03	Q1	19	167	53	239
	Q2	19	166	56	241
	Q3	20	174	56	251
	Q4	19	172	54	245
2003-04	Q1	20	167	56	243
	Q2	20	170	60	250
	Q3	21	176	63	260
	Q4	21	177	61	259
2004-05	Q1	20	170	64	253
	Q2	21	174	63	258
	Q3	22	184	67	272
	Q4	21	177	63	261
2005-06	Q1	22	183	65	270
	Q2	21	171	68	261
	Q3	23	188	71	283
	Q4	23	177	68	268
2006-07	Q1	23	183	69	276
	Q2	24	182	75	280
	Q3	25	200	75	301
	Q4	25	208	73	307
2007-08	Q1	25	196	69	291
	Q2	26	202	71	300
	Q3	25	214	77	315
Percentage change		-0.4	6.7	1.5	4.8
2007-08 Q3 on 2006-07 Q3					

Sources: LENNON database and ATOC

Chart 1.2a Passenger journeys by sector

Great Britain quarterly data 2002-03 to 2007-08 Q3 (millions)

■ London and SE operators ■ Regional operators ■ Long-distance operators



Sources: LENNON database and ATOC

1.3 Passenger revenue

Notes:

Passenger revenue includes all ticket revenue and miscellaneous charges associated with passenger travel on national railways, e.g. car parking charges. For tickets involving travel on London Transport, receipts have been apportioned. Passenger revenue does not include government support or grants.

New methodology has been applied to the 2007–08 data, to improve the categorisation of ticket type. Therefore, direct comparisons between 2007–08 and earlier years should not be made.

Data for 2007–08 Q3 includes new TOCs as at 11 November 2007. New TOCs include CrossCountry (XC Trains), East Midlands Trains, London Midland and London Overground.

TOCs that ceased to exist on 11 November 2007 include Silverlink (Metro and Country), Central Trains, Virgin CrossCountry and Midland Main Line.

GNER ceased to exist on 8 December 2007 replaced by National Express East Coast from 9 December 2007.

These data do not include the non-franchised train operating companies.

Quarter Four includes non-LENNON data which have been provided by the train operating companies.

For conventions on rounding and revisions see the *Introduction*.

Table 1.3a Passenger revenue by ticket type

Great Britain 2002–03 to 2007–08 Q3 (£ millions)

	Ordinary fares	Season tickets	Total passenger revenue	Total passenger revenue (MAA)
2002-03	2,693	970	3,663	
2003-04	2,890	1,011	3,901	
2004-05	3,088	1,071	4,158	
2005-06	3,323	1,170	4,493	
2006-07	3,744	1,294	5,038	
2002-03				
Q1	665	237	902	896
Q2	692	222	914	899
Q3	681	250	930	904
Q4	656	260	916	916
2003-04				
Q1	713	229	943	926
Q2	718	262	980	942
Q3	734	240	974	953
Q4	725	280	1,005	975
2004-05				
Q1	746	251	997	989
Q2	750	275	1,025	1,000
Q3	819	266	1,085	1,028
Q4	772	280	1,053	1,040
2005-06				
Q1	837	279	1,116	1,069
Q2	772	295	1,067	1,080
Q3	867	280	1,147	1,095
Q4	848	316	1,164	1,123
2006-07				
Q1	900	294	1,194	1,143
Q2	890	329	1,219	1,181
Q3	967	319	1,286	1,216
Q4	986	353	1,339	1,259
2007-08				
Q1	1,000	339	1,339	1,296
Q2	1,034	333	1,366	1,333
Q3	1,035	373	1,408	1,363

Sources: LENNON database and ATOC

Notes:

Passenger revenue includes all ticket revenue and miscellaneous charges associated with passenger travel on national railways, e.g. car parking charges. For tickets involving travel on London Transport, receipts have been apportioned. Passenger revenue does not include government support or grants.

Data for 2007–08 Q3 includes new TOCs as at 11 November 2007. New TOCs include CrossCountry (XC Trains), East Midlands Trains, London Midland and London Overground.

TOCs that ceased to exist on 11 November 2007 include Silverlink (Metro and Country), Central Trains, Virgin CrossCountry and Midland Main Line.

GNER ceased to exist on 8 December 2007 replaced by National Express East Coast from 9 December 2007.

These data do not include the non-franchised train operating companies.

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Refer to *Appendix*, part 3, for details of sector classification.

For conventions on rounding and revisions see the *Introduction*.

Table 1.3b Passenger revenue by sector

Great Britain 2002–03 to 2007–08 Q3 (£ millions)

		Long-distance operators	London and SE operators	Regional operators	Total passenger revenue
2002-03		1,279	1,848	535	3,663
2003-04		1,384	1,932	585	3,901
2004-05		1,465	2,059	634	4,158
2005-06		1,609	2,197	687	4,493
2006-07		1,793	2,509	735	5,038
2002-03	Q1	318	454	131	902
	Q2	318	456	141	914
	Q3	326	469	135	930
	Q4	318	470	129	916
2003-04	Q1	337	466	140	943
	Q2	349	478	152	980
	Q3	340	485	149	974
	Q4	357	503	144	1,005
2004-05	Q1	351	492	153	997
	Q2	357	507	161	1,025
	Q3	382	537	165	1,085
	Q4	375	523	155	1,053
2005-06	Q1	404	544	168	1,116
	Q2	375	517	175	1,067
	Q3	407	563	177	1,147
	Q4	424	573	167	1,164
2006-07	Q1	436	582	176	1,194
	Q2	445	589	185	1,219
	Q3	467	630	189	1,286
	Q4	444	709	185	1,339
2007-08	Q1	498	650	191	1,339
	Q2	499	666	201	1,366
	Q3	501	701	206	1,408
Percentage change 2007-08 Q3 on 2006-07 Q3		7.2	11.3	9.0	9.5

Sources: LENNON database and ATOC

Notes:

Passenger revenue includes all ticket revenue and miscellaneous charges associated with passenger travel on national railways, e.g. car parking charges. For tickets involving travel on London Transport, receipts have been apportioned. Passenger revenue does not include government support or grants.

Data for 2007–08 Q3 includes new TOCs as at 11 November 2007. New TOCs include CrossCountry (XC Trains), East Midlands Trains, London Midland and London Overground.

TOCs that ceased to exist on 11 November 2007 include Silverlink (Metro and Country), Central Trains, Virgin CrossCountry and Midland Main Line.

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Refer to *Appendix*, part 3, for details of sector classification.

For conventions on rounding and revisions see the *Introduction*.

Table 1.3c Revenue per passenger kilometre and per journey

Great Britain 2002–03 to 2007–08 Q3

	Total passenger kilometres (billions)	Total passenger journeys (millions)	Total passenger revenue (£millions)	Revenue per passenger kilometre (£/km)	Revenue per journey (£/journey)
2002-03	39.7	976	3,663	0.09	3.75
2003-04	40.9	1,012	3,901	0.10	3.86
2004-05	41.8	1,045	4,158	0.10	3.98
2005-06	43.2	1,082	4,493	0.10	4.15
2006-07	46.5	1,164	5,038	0.11	4.33
2002-03 Q1	9.9	239	902	0.09	3.78
Q2	10.1	241	914	0.09	3.79
Q3	10.0	251	930	0.09	3.71
Q4	9.7	245	916	0.09	3.74
2003-04 Q1	10.0	243	943	0.09	3.87
Q2	10.4	250	980	0.09	3.92
Q3	10.2	260	974	0.10	3.75
Q4	10.2	259	1,005	0.10	3.88
2004-05 Q1	10.2	253	997	0.10	3.93
Q2	10.6	258	1,025	0.10	3.97
Q3	10.8	272	1,085	0.10	3.99
Q4	10.3	261	1,053	0.10	4.03
2005-06 Q1	10.8	270	1,116	0.10	4.13
Q2	10.6	261	1,067	0.10	4.08
Q3	11.1	283	1,147	0.10	4.06
Q4	10.7	268	1,164	0.11	4.34
2006-07 Q1	11.2	276	1,194	0.11	4.33
Q2	11.5	280	1,219	0.11	4.35
Q3	11.8	301	1,286	0.11	4.28
Q4	11.9	307	1,339	0.11	4.36
2007-08 Q1	11.8	291	1,339	0.11	4.60
Q2	12.3	300	1,366	0.11	4.56
Q3	12.4	315	1,408	0.11	4.47
Percentage change 2007-08 Q3 on 2006-07 Q3	4.4	4.8	9.5	4.9	4.5

Sources: LENNON database and ATOC

1.4 Timetabled train kilometres

Background

This measure of train kilometres is used by the rail industry to show the volume of service provision.

Methodology

Data are collected from the different timetables each year and then allocated into quarters and financial years. The allocation allows for the different weekday, Saturday and Sunday timetables. However, it does not allow for changes to the timetable for bank holidays. The data do not include mileage associated with bus links that are stated in the timetable, but do include mileage where buses replace trains due to engineering works etc. The data do not allow for emergency timetables.

Prior to 2006–07 Q1, the timetable date was chosen at random. However, from 2006–07 Q1 ORCATS sample dates have been used to compile the timetabled train kilometres data because these dates are agreed by the TOCs to be the most representative weeks of the summer/winter timetables. An explanation of ORCATS is given on page 7.

Notes:

Data for 2007–08 Q3 is not comparable to previous quarters due to TOC changes. As a result, percentage changes have not been included. This data does not include new TOC figures from 11 November 2007 due to complications in methodology. As a result, figures appear lower than normal. New TOC data will be recorded from 2007–08 Q4 but may not be categorised by sector.

TOCs that ceased to exist on 11 November 2007 include Silverlink (Metro and Country), Central Trains, Virgin CrossCountry and Midland Main Line.

GNER ceased to exist on 8 December 2007 replaced by National Express East Coast from 9 December 2007.

Due to the merger of the First Great Western, First Great Western Link and Wessex Trains franchises in April 2006 to form the First Greater Western franchise, care should be taken when comparing results for 2007–08 with earlier years. These are included in Long-distance operators.

For conventions on rounding and revisions see the *Introduction*.

Table 1.4 Timetabled train kilometres by sector

Great Britain 2002–2003 to 2007–08 Q3 (millions)

		Long-distance operators	London and SE operators total (inc peak)	London and SE operators peak only	Regional operators	All operators
2002-03		95.2	184.3	25.2	163.7	443.3
2003-04		96.5	184.8	25.3	165.0	446.2
2004-05		99.1	191.9	25.9	167.5	458.4
2005-06		97.5	194.8	26.3	170.9	463.2
2006-07		123.9	181.8	25.0	158.5	464.2
2002-03	Q1	22.1	46.2	6.2	40.9	109.2
	Q2	22.8	46.5	6.3	41.7	111.0
	Q3	25.4	46.3	6.4	41.1	112.9
	Q4	24.8	45.2	6.2	40.1	110.2
2003-04	Q1	24.8	46.0	6.3	40.8	111.6
	Q2	24.7	46.7	6.4	41.5	112.9
	Q3	23.3	46.3	6.4	41.5	111.1
	Q4	23.6	45.9	6.3	41.1	110.5
2004-05	Q1	24.4	45.9	6.3	41.9	112.2
	Q2	24.2	48.2	6.4	41.0	113.4
	Q3	25.7	48.9	6.6	42.4	117.1
	Q4	24.8	48.8	6.6	42.2	115.7
2005-06	Q1	24.4	49.0	6.7	42.7	116.1
	Q2	24.4	48.9	6.6	43.1	116.4
	Q3	24.4	48.9	6.5	43.1	116.4
	Q4	24.4	47.9	6.5	42.1	114.3
2006-07	Q1 ^r	30.9	45.2	6.2	39.5	115.7
	Q2 ^r	31.3	46.0	6.3	39.9	117.1
	Q3	31.2	45.7	6.3	39.7	116.6
	Q4	30.6	44.8	6.2	39.3	114.8
2007-08	Q1	33.3	44.0	5.6	39.9	117.1
	Q2	33.5	44.3	5.6	40.1	117.8
	Q3 ^a	28.8	43.1	5.4	36.2	108.1

Source: Department for Transport

^r The London and South East, and All Operators figures for 2006–07 Q1 and Q2 were revised due to updated data becoming available for one of the TOCs.

^a 2007–08 Q3 does not include new TOC figures from 11 November 2007 due to complications in methodology. As a result, figures appear lower than normal. New TOC data will be recorded from 2007–08 Q4 but may not be categorised by sector.

Notes:

This data does not include new TOC figures from 11 November 2007 due to complications in methodology. As a result, figures appear lower than normal. New TOC data will be recorded from 2007–08 Q4 but may not be categorised by sector.

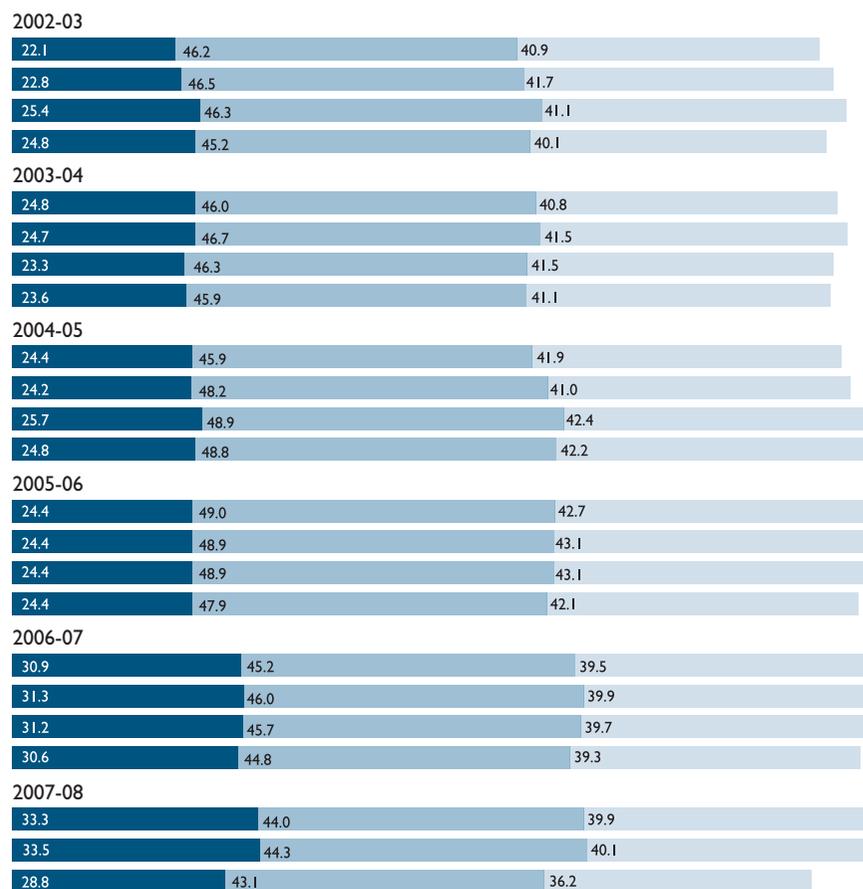
TOCs that ceased to exist on 11 November 2007 include Silverlink (Metro and Country), Central Trains, Virgin CrossCountry and Midland Main Line.

GNER ceased to exist on 8 December 2007 replaced by National Express East Coast from 9 December 2007.

Chart 1.4 Timetabled train kilometres by sector

Great Britain quarterly data 2002–03 to 2007–08 Q3 (millions)

■ Long-distance operators ■ London and SE operators ■ Regional operators



Source: Department for Transport

2 Rail performance

Key results 2007-08 Q3

- The Public Performance Measure moving annual average for 2007–08 Q3 was 89.3%, an increase of 1.0 percentage point from 2006–07 Q3. This is compared to a 2.9 percentage point increase between 2005-06 Q3 and 2006–07 Q3.
- 86.7% of regional operators' trains ran on time in 2007-08 Q3, a 2.3 percentage point increase on the same quarter in 2006–07. Between 2005-06 Q3 and 2006–07 Q3 there was a 4.9 percentage point increase in the PPM of regional operators.
- In 2007–08 Q3 NRES took 5.2 million calls, a decrease of 12.9% on 2006–07 Q3.

2.1 Public performance measure

Background

Public performance measure (PPM) was introduced on 6 June 2000 to give a better indication of the actual performance of Britain's passenger railways. It replaced the Passenger's Charter as the main means of measuring passenger train performance. The Passenger's Charter is still used for season ticket refunds.

Methodology

PPM combines figures for punctuality and reliability into a single performance measure. Unlike the Charter, it covers all scheduled services, seven days a week, operated by franchised passenger operators. PPM measures the performance of individual trains against their planned timetable for the day. This may differ from the published timetable (see below). PPM is therefore the percentage of trains 'on time' compared to the total number of trains planned. PPM for the year is expressed as a moving annual average (MAA).

A train is defined as on time if it arrives within five minutes (i.e. four minutes 59 seconds or less) of the planned destination arrival time for London, South East and regional operators; or ten minutes (i.e. nine minutes 59 seconds or less) for long-distance operators.

Where a train fails to run its entire planned route, calling at all timetabled stations, it will either be shown as cancelled (if it runs less than half its planned mileage) or will be added to the trains in the '20 minutes or more' lateness band.

Trains which complete their journey as planned are measured for punctuality at their final destination. A train's performance is generally recorded by the automated monitoring systems which log performance using the signalling equipment.

Notes:

Long-distance operators show the percentage of trains arriving within ten minutes of timetabled arrival at final destination. London and South East, and regional operators show the percentage arriving within five minutes of the timetabled arrival.

Data for 2007–08 Q3 includes new TOCs as at 11 November 2007. New TOCs include CrossCountry (XC Trains), East Midlands Trains, London Midland and London Overground.

TOCs that ceased to exist on 11 November 2007 include Silverlink (Metro and Country), Central Trains, Virgin CrossCountry and Midland Main Line.

GNER ceased to exist on 8 December 2007 replaced by National Express East Coast from 9 December 2007.

From 2006–07 Q1, the rail industry re-classified TransPennine Express (TPE) to the long-distance sector for performance purposes, hence TPE services are now considered 'on time' if they arrive within ten minutes of the planned destination arrival time (not within five minutes as is the case up to 2005–06 Q4). There is a need to exercise caution when comparing the latest sector and national PPM figures to earlier data, since they are not directly comparable.

The national level MAA figures may differ slightly to the numbers published by ORR in the *Network Rail Monitor* as the two publications cover slightly different time periods.

For conventions on rounding and revisions see the *Introduction*.

Table 2.1a Public performance measure

Percentage of trains arriving on time Great Britain 2002–03 to 2007–08 Q3

	Long-distance operators	London & SE operators (inc peak)	London & SE operators Peak Only	Regional operators	All operators	PPM MAA	
2002-03	70.6	78.9	75.7	80.5	79.2		
2003-04	73.4	80.5	77.9	82.8	81.2		
2004-05	79.1	84.7	81.9	82.6	83.6		
2005-06	82.2	87.9	84.8	85.0	86.4		
2006-07	84.9	88.8	86.1	87.6	88.1		
<hr/>							
2002-03	Q1	76.3	83.0	80.7	83.7	83.0	78.6
	Q2	72.7	82.2	82.4	80.3	80.9	79.0
	Q3	74.5	71.7	65.7	74.4	72.3	79.3
	Q4	73.0	79.3	73.9	83.0	80.5	79.2
2003-04	Q1	74.5	84.0	83.0	85.7	84.3	79.5
	Q2	66.9	79.7	79.3	83.7	80.8	79.5
	Q3	71.7	76.3	72.1	77.2	76.4	80.5
	Q4	80.7	82.1	77.3	84.6	83.1	81.2
2004-05	Q1	80.5	84.5	82.0	84.9	84.5	81.2
	Q2	79.0	84.4	83.9	82.2	83.2	81.8
	Q3	75.8	81.9	77.7	78.8	80.3	82.8
	Q4	81.3	88.0	83.9	84.6	86.2	83.6
2005-06	Q1	81.6	89.1	87.1	86.1	87.5	84.3
	Q2	82.6	88.5	86.5	85.6	87.0	85.2
	Q3	77.6	83.2	77.9	79.5	81.3	85.5
	Q4	87.0	90.8	87.7	89.0	89.8	86.4
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2006-07	Q1	88.1	91.4	90.2	89.5	90.4	87.1
	Q2	83.4	89.6	88.7	87.8	88.5	87.5
	Q3	82.9	85.2	80.6	84.4	84.7	88.4
	Q4	85.2	89.0	84.9	88.8	88.7	88.1
2007-08	Q1	86.3	91.9	90.9	90.2	90.8	88.2
	Q2	86.1	91.5	90.5	90.7	90.8	88.8
	Q3	85.3	87.3	83.0	86.7	86.9	89.3
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Percentage point change	2.4	2.2	2.4	2.3	2.2	1.0	
2007-08 Q3 on 2006-07 Q3							

Source: Network Rail

Notes:

To be consistent for all train operating companies from 2007-08 Q1 this table shows PPM by TOC rather than by sector.

The national level MAA figures may differ slightly to the numbers published by ORR in the *Network Rail Monitor* as the two publications cover slightly different time periods.

- ¹ Data for 2007–08 Q3 includes new TOCs as at 11 November 2007. New TOCs include XC Trains, East Midlands Trains, London Midland and London Overground.
- ² TOCs that ceased to exist from 11 November 2007 include Silverlink (Metro and Country), Central Trains, Virgin CrossCountry and Midland Main Line.
- ³ GNER ceased to exist on 8 December 2007. Its replacement, National Express East Coast commenced on 9 December 2007.
- ⁴ First Capital Connect was formerly Thameslink and WAGN.

Hull Trains is a non-franchised operator, and these figures are shown separately.

For conventions on rounding and revisions see the *Introduction*.

Table 2.1b Public performance measure by TOC

Percentage of trains arriving on time Great Britain 2006–07 Q3 and 2007–08 Q3

	2007-08 Q3	2006-07 Q3	MAA to 31 Dec 2007	MAA to 30 Sep 2007
Arriva Trains Wales	91.1	86.5	91.8	90.7
c2c	94.8	93.5	94.6	94.2
CrossCountry ¹ (XC Trains)	86.9	-	-	-
Central Trains ²	84.8	82.7	86.6	85.9
Chiltern Railways	95.6	95.2	94.4	94.3
East Midlands Trains ¹	86.2	-	-	-
First Capital Connect ⁴	88.2	84.7	89.5	88.6
First Great Western	79.7	80.9	82.4	82.7
First ScotRail	87.3	84.9	90.1	89.6
Gatwick Express	89.6	86.3	90.8	90.0
National Express East Coast ³	86.0	-	-	-
GNER ³	85.7	80.2	82.1	80.9
London Midland ¹	85.4	-	-	-
London Overground ¹	89.5	-	-	-
Merseyrail	93.8	90.7	94.3	93.6
Midland Mainline ²	92.9	91.4	92.4	92.1
Northern	85.0	82.7	88.3	87.8
One	88.3	83.1	90.0	88.7
Silverlink ²	89.9	89.7	91.7	91.4
Southeastern	85.3	82.5	89.6	89.0
Southern	85.5	85.1	89.2	89.1
South West Trains	88.6	86.1	91.5	90.9
TransPennine Express	90.0	86.5	91.6	90.7
Virgin CrossCountry ²	83.4	80.3	85.3	84.3
Virgin West Coast	84.5	85.4	85.8	86.1
Non-franchised operator - Hull Trains	83.5	89.5	84.2	85.6
Peak services				
c2c	94.7	90.2	95.5	94.4
Chiltern Railways	93.7	93.2	92.4	92.2
First Capital Connect	84.8	80.8	87.2	86.2
First Great Western	65.3	70.9	69.0	70.4
London Midland ¹	88.4	-	-	-
London Overground ¹	93.6	-	-	-
One	84.9	78.6	87.6	86.0
Silverlink ²	93.1	90.7	92.5	92.0
Southeastern	77.0	75.0	85.3	84.9
Southern	80.5	81.8	87.1	87.4
South West Trains	85.4	81.8	89.2	88.3

Sources: Network Rail and Hull Trains

Chart 2.1b Public performance measure by TOC

Percentage of trains arriving on time Great Britain 2006–07 Q3 and 2007–08 Q3

■ PPM 2007–08 Q3 ■ PPM 2006–07 Q3

Arriva Trains Wales



CrossCountry (XC Trains)



c2c



Central Trains



Chiltern Railways



East Midlands Trains



First Capital Connect



First Great Western



First ScotRail



Gatwick Express



GNER



London Midland



London Overground



Midland Mainline



Merseyrail



National Express East Coast



Northern



One



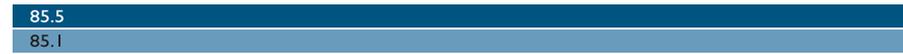
Silverlink



Southeastern



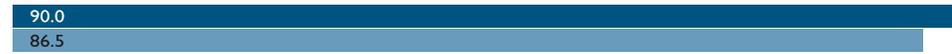
Southern



South West Trains



TransPennine Express



Virgin CrossCountry



Virgin West Coast



Non-franchised operators

Hull Trains



2.2 Rail complaints

Note

Due to data quality issues 2007-08 Q3 rail complaints data will be published at a later date.

2.3 National Rail Enquiry Service

Background

The National Rail Enquiry Service (NRES) is the telephone enquiry service that provides information primarily on train times and fares.

NRES is the first point of contact with the rail industry for many potential passengers, especially infrequent travellers. It is vital that it provides a timely and accurate response to the public. NRES is regulated by DfT and its minimum performance standards are set out in the NRES Agreement. The latest agreement is for 93% of all calls in a financial year to be answered, and for no less than 90% of all calls in any four-week railway period to be answered. It also introduces a formal quality regime, which includes monitoring through mystery shopping surveys.

Methodology

The relevant quantitative data are provided by British Telecom (BT) and include the number of calls answered, calls engaged and calls which get no reply to the tone (abandoned). Data up to and including 1998–99 are based on apportionment of period data to quarters. From 1999–00 Q1 quarterly figures are based on aggregated daily data.

Other comments

It should be noted that the automatic data collection is unable to distinguish between calls being answered by a human voice and those answered by an automatic message/answering machine. The results can therefore be said to provide a good indication of volume of calls made and answered. They do not, however, measure the quality of service given by NRES which is monitored through mystery shopping surveys.

NRES is always susceptible to a volatile demand. Although some aspects affecting demand can be predicted (e.g. time, holiday periods, sporting events) some are very hard to predict (e.g. weather).

Notes:

The number of calls to NRES may have been affected by the introduction of an Internet enquiry service in March 2003.

For conventions on rounding and revisions see the *Introduction*.

Table 2.3 National Rail Enquiry Service

Great Britain 2002–03 to 2007–08 Q3 (million calls and percentage of calls)

		Total inbound calls	Percentage answered	Percentage engaged	Percentage abandoned
2002-03		61.9	94.8	0.3	4.9
2003-04		52.5	94.1	0.1	5.8
2004-05		48.3	94.2	0.1	5.7
2005-06		35.3	95.0	0.4	4.6
2006-07		26.4	94.4	0.2	5.3
2002-03	Q1	15.3	95.0	0.3	4.7
	Q2	16.5	94.4	0.6	5.0
	Q3	15.8	94.4	0.1	5.5
	Q4	14.3	95.5	0.0	4.5
2003-04	Q1	14.2	94.8	0.0	5.2
	Q2	13.9	94.4	0.1	5.5
	Q3	12.4	93.4	0.0	6.6
	Q4	12.1	93.7	0.1	6.2
2004-05	Q1	12.6	92.0	0.1	7.8
	Q2	12.8	94.9	0.1	5.0
	Q3	12.4	94.1	0.0	5.9
	Q4	10.5	96.3	0.0	3.7
2005-06	Q1	10.0	96.2	0.0	3.7
	Q2	9.5	95.0	0.8	4.2
	Q3	8.7	94.6	0.3	5.0
	Q4	7.2	93.8	0.4	5.8
2006-07	Q1	7.4	95.1	0.0	4.9
	Q2	7.4	92.6	0.2	7.1
	Q3	6.0	96.2	0.0	3.8
	Q4	5.6	94.1	0.8	5.2
2007-08	Q1	5.7	93.0	0.0	7.0
	Q2	5.7	93.9	0.1	6.0
	Q3	5.2	96.5	0.0	3.5
Percentage change					
2007-08 Q3 on 2006-07 Q3		-12.9	0.3*		

Source: Department for Transport

* Percentage point change.

3 Freight

Key results 2007-08 Q3

- Total freight moved in 2007–08 Q3 was 5.2 billion net tonne kilometres, a 3.5% decrease on 2006–07 Q3.
- Between 2007–08 Q3 and 2006–07 Q3 the amount of coal and metal moved decreased by 8.7% and 17.6% respectively. This is compared to a decrease for coal of 2.2% and an increase for metal of 16.3% between 2005–06 Q3 and 2006–07 Q3.
- Domestic intermodal freight moved increased by 13.2% between 2006–07 Q3 and 2007–08 Q3 compared to an increase of 5.4% between 2005–06 Q3 and 2006–07 Q3.
- International freight moved decreased by 33.0% between 2006–07 Q3 and 2007–08 Q3 compared to an increase of 2.7% between 2005–06 Q3 and 2006–07 Q3.
- In 2007–08 Q3 the amount of freight lifted was 25.9 million tonnes, this included 11.2 million tonnes of coal lifted.

3.1 Freight moved

Background

In February 1996, British Rail's (BR) bulk freight operations were sold to North and South Railways - now English, Welsh and Scottish Railway (EWS). The other major companies in the rail freight sector are Freightliner Ltd (formerly the BR container business), Direct Rail Services (DRS) and GB Railfreight.

Methodology

Freight moved is measured in net tonne kilometres (NTKm). This takes into account the net weight (excluding the weight of the locomotive and wagons) of the goods carried (the freight lifted, measured in tonnes) and the distance carried. Although it is not included in the total NTKm, we have included a separate series on infrastructure traffic (goods used for railway engineering work).

'International traffic' comprises trains travelling through the Channel Tunnel; 'domestic intermodal' includes goods that have arrived by sea at ports.

Table 3.1 Freight moved

Great Britain 2002–03 to 2007–08 Q3 (billion net tonne kilometres)

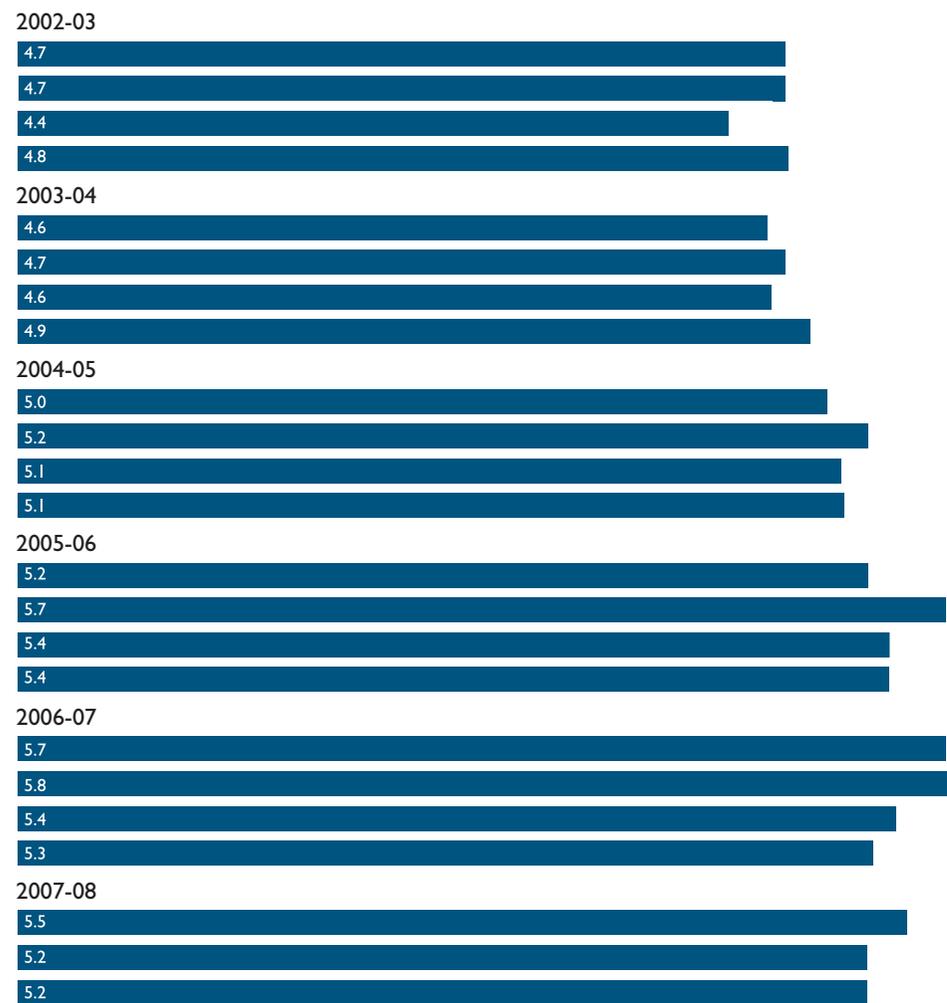
		Coal	Metals	Construction	Oil & petroleum	International	Domestic intermodal	Other	Total ¹	Infrastructure ²
2002-03		5.7	2.6	2.5	1.2	0.5	3.4	2.7	18.5	1.2
2003-04		5.8	2.4	2.7	1.2	0.5	3.5	2.8	18.9	1.2
2004-05		6.7	2.6	2.9	1.2	0.5	4.0	2.5	20.3	1.3
2005-06		8.3	2.2	2.9	1.2	0.5	4.3	2.3	21.7	1.4
2006-07		8.8	2.1	2.7	1.5	0.5	4.6	2.0	22.2	1.3
2002-03	Q1	1.4	0.7	0.6	0.3	0.1	0.9	0.7	4.7	0.3
	Q2	1.4	0.6	0.6	0.3	0.1	0.9	0.7	4.7	0.3
	Q3	1.3	0.6	0.6	0.3	0.1	0.8	0.7	4.4	0.3
	Q4	1.5	0.7	0.7	0.3	0.1	0.8	0.7	4.8	0.3
2003-04	Q1	1.4	0.6	0.7	0.3	0.1	0.9	0.7	4.6	0.3
	Q2	1.4	0.6	0.7	0.3	0.1	0.9	0.7	4.7	0.3
	Q3	1.4	0.6	0.6	0.3	0.1	0.9	0.7	4.6	0.3
	Q4	1.6	0.6	0.7	0.3	0.1	0.9	0.6	4.9	0.3
2004-05	Q1	1.6	0.6	0.7	0.3	0.1	0.9	0.7	5.0	0.3
	Q2	1.6	0.7	0.7	0.3	0.2	1.0	0.7	5.2	0.3
	Q3	1.6	0.6	0.7	0.3	0.1	1.0	0.6	5.1	0.3
	Q4	1.8	0.6	0.7	0.3	0.1	1.0	0.6	5.1	0.3
2005-06	Q1	2.0	0.6	0.7	0.3	0.1	1.0	0.6	5.2	0.4
	Q2	2.1	0.6	0.8	0.3	0.1	1.1	0.6	5.7	0.4
	Q3	2.1	0.4	0.8	0.3	0.1	1.1	0.6	5.4	0.3
	Q4	2.1	0.5	0.7	0.3	0.1	1.1	0.5	5.4	0.3
2006-07	Q1	2.3	0.6	0.7	0.4	0.1	1.1	0.5	5.7	0.4
	Q2	2.4	0.6	0.7	0.4	0.1	1.1	0.5	5.8	0.4
	Q3 ^r	2.0	0.5	0.7	0.4	0.1	1.2	0.5	5.4	0.3
	Q4 ^r	2.1	0.4	0.6	0.4	0.1	1.2	0.4	5.3	0.2
2007-08	Q1	2.1	0.5	0.7	0.4	0.1	1.2	0.4	5.5	0.5
	Q2	1.9	0.4	0.7	0.4	0.1	1.3	0.4	5.2	0.3
	Q3	1.9	0.4	0.7	0.4	0.1	1.4	0.4	5.2	0.4
Percentage change										
2007-08 Q3 on 2006-07 Q3		-8.7	-17.6	-3.0	4.0	-33.0	13.2	-7.7	-3.5	43.7

Source: Network Rail

Notes:¹ Infrastructure data are not included in total.² This series excludes some possession trains used during engineering works.^r Revisions were made following the 2007-08 Q1 *National Rail Trends* edition.For conventions on rounding and revisions see the *Introduction*.

Chart 3.1a Freight moved

Great Britain quarterly data 2002–03 to 2007–08 Q3 (billion net tonne kilometres)



Source: Network Rail

3.2 Freight lifted

Notes:

Freight lifted is the mass of goods carried on the network. It excludes the weight of the locomotives and wagons. Unlike freight moved it takes no account of the distance travelled.

Data pre and post-privatisation are not directly comparable.

There is a break in the series between 2003–04 Q4 and 2004–05 Q1, due to a change in the method of data collection.

There is a further break in the series between 2004–05 Q4 and 2005–06 Q1, since the 2005–06 Q1 data onwards include some of the tonnes lifted by GB Railfreight.

The 2007-08 data is not comparable to previous years, as coal data was not supplied by GB Railfreight prior to 2007-08 Q1.

For conventions on rounding and revisions, see the *Introduction*.

Table 3.2 Freight lifted

Great Britain 2002–03 to 2007–08 Q3 (million tonnes)

	Coal	Other	Total
2002-03	34.0	53.0	87.0
2003-04	35.2	53.7	88.9
2004-05	43.3	56.8	100.1
2005-06	47.6	57.7	105.3
2006-07	48.7	59.5	108.2
2002-03			
Q1	8.3	13.5	21.8
Q2	7.8	13.1	21.0
Q3	8.4	12.7	21.2
Q4	9.5	13.6	23.1
2003-04			
Q1	8.7	13.2	21.9
Q2	8.6	13.8	22.4
Q3	8.9	13.0	21.9
Q4	9.0	13.7	22.6
2004-05			
Q1	10.6	14.4	25.0
Q2	10.6	14.4	25.0
Q3	11.3	14.3	25.6
Q4	10.8	13.7	24.5
2005-06			
Q1	11.2	14.5	25.7
Q2	10.6	13.9	24.6
Q3	13.0	15.0	27.9
Q4	12.8	14.3	27.1
2006-07			
Q1	13.0	15.1	28.1
Q2	11.4	14.7	26.1
Q3	12.5	14.7	27.2
Q4	11.8	15.0	26.9
2007-08			
Q1	10.8	14.6	25.4
Q2	10.2	15.1	25.3
Q3	11.2	14.7	25.9

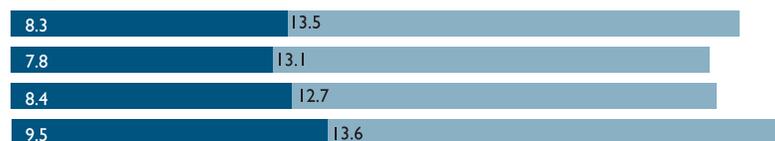
Sources: Before 2005-06: Direct Rail Services, English Welsh & Scottish Railway and Freightliner.
From 2005-06: Direct Rail Services, English Welsh & Scottish Railway, Freightliner and GB Railfreight.

Chart 3.2a Freight lifted by quarter

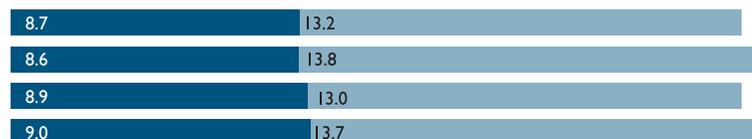
Great Britain quarterly data 2002-03 to 2007-08 Q3 (million tonnes)

■ Coal ■ Other

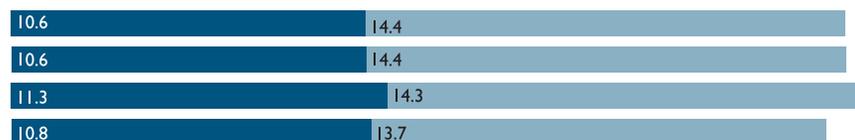
2002-03



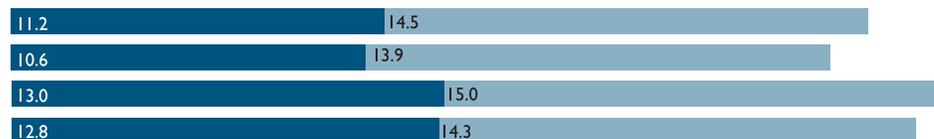
2003-04



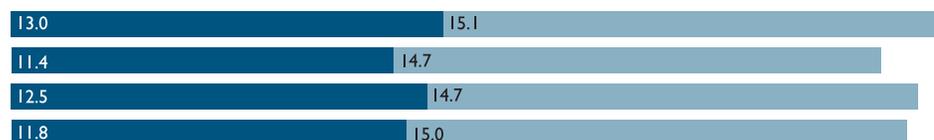
2004-05



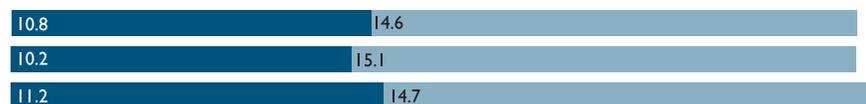
2005-06



2006-07



2007-08



Sources: Before 2005-06: Direct Rail Services, English Welsh & Scottish Railway and Freightliner.
 From 2005-06: Direct Rail Services, English Welsh & Scottish Railway, Freightliner and GB Railfreight.

4 Average age of rolling stock

4.1 Average age of passenger rolling stock

Key result 2007–08 Q3

- The average age of passenger rolling stock for all operators was 14.4 years in 2007–08 Q3. For regional and long-distance operators the average age was 16.8 years.

Methodology

All rail vehicles on lease from Rolling Stock Operating Companies (ROSCOs) by TOCs that run services pursuant to a franchise agreement with DfT are included in the calculations of average age.

The age of each rail vehicle is the time between the date of entering into service and the end of the relevant quarter, e.g. a vehicle that entered service in January 2000 would, at the end of 2001–02 Q1 (30 June 2001), be 1.5 years old. The date of entry into service is deemed to be the first day of the quarter in which the rail vehicle came into service, e.g. all rail vehicles which entered service between 1 April and 30 June 2001 are given a service entry date of 1 April 2001.

Where the date of entry into service is not available (essentially for rail vehicles introduced prior to privatisation) the date used is either:

- 1 January in the year of manufacture of the relevant class of rail vehicle; or
- The midpoint of the period over which the relevant class of rail vehicle was manufactured, e.g. if a class of rail vehicle was manufactured over the time frame March 1972 to March 1976 then the midpoint would be March 1974.

A vehicle drops out of the calculations when its lease either expires or is terminated.

The average age is calculated by adding up the individual ages and dividing by the number of rail vehicles in service.

Other comments

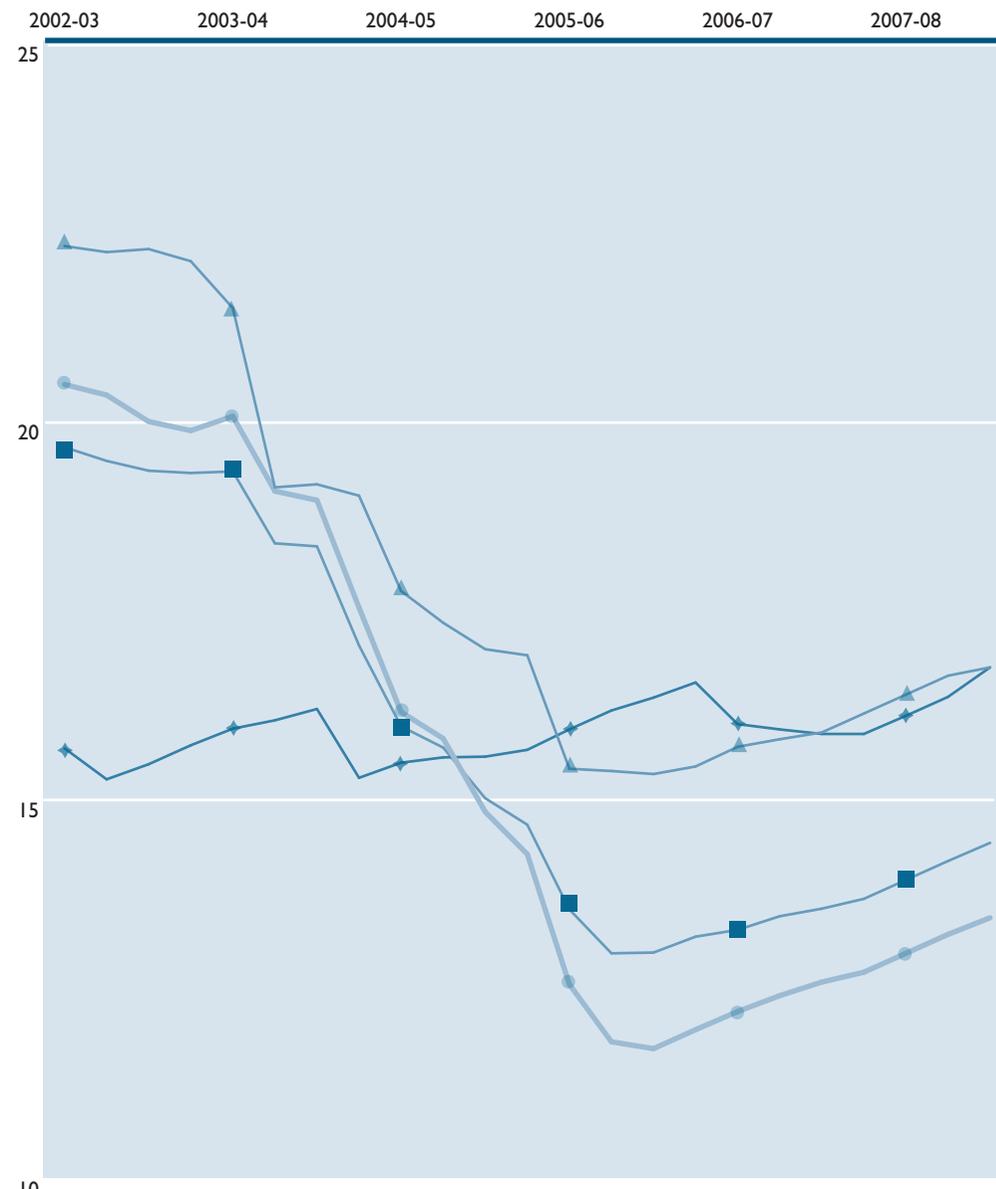
'Rail vehicles' excludes locomotives.

The refurbishment or other improvement of a rail vehicle is not taken into account in calculating average age.

Chart 4.1 Average age of passenger rolling stock

Great Britain quarterly data 2002–03 Q3 to 2007–08 Q3 (years)

▲ Long-distance operators ● London and SE operators ■ All operators ◆ Regional operators



10 Source: Department for Transport

Notes:

For conventions on rounding and revisions, see the *Introduction*.

Table 4.1 Average age of rolling stock

Great Britain quarterly data 2002–03 to 2007–08 Q3 (years)

Average age at the end of:		Long-distance operators	London and SE operators	Regional operators	All operators
2002-03	Q1	22.3	20.5	15.7	19.7
	Q2	22.3	20.4	15.3	19.5
	Q3	22.3	20.0	15.5	19.4
	Q4	22.1	19.9	15.7	19.3
2003-04	Q1	21.5	20.1	16.0	19.4
	Q2	19.1	19.1	16.1	18.4
	Q3	19.2	19.0	16.2	18.4
	Q4	19.0	17.6	15.3	17.1
2004-05	Q1	17.8	16.2	15.5	16.0
	Q2	17.4	15.8	15.6	15.7
	Q3	17.0	14.9	15.6	15.0
	Q4	16.9	14.3	15.7	14.7
2005-06	Q1	15.4	12.6	15.9	13.6
	Q2	15.4	11.8	16.2	13.0
	Q3	15.4	11.7	16.4	13.0
	Q4	15.5	12.0	16.6	13.2
2006-07	Q1	15.7	12.2	16.0	13.3
	Q2	15.8	12.4	15.9	13.5
	Q3	15.9	12.6	15.9	13.6
	Q4	16.2	12.7	15.9	13.7
2007-08	Q1	16.4	13.0	16.1	14.0
	Q2	16.7	13.2	16.4	14.2
	Q3	16.8	13.5	16.8	14.4

Source: Department for Transport

Appendix

1. National Railways

Rail services are provided by passenger and freight operating companies.

2. Rail privatisation

The main components of the restructured industry are:

- Train operating companies (TOCs) providing passenger rail services;
- Network Rail operates the infrastructure core of the railway system. It owns and operates the track and associated infrastructure such as signalling. It also owns stations, but most of these are leased to and operated by TOCs;
- Rolling Stock Operating Companies (ROSCOs), which own and lease most domestic passenger rolling stock; and
- Freight operations. The main rail freight operators are EWS (English, Welsh and Scottish Railway), Freightliner, DRS (Direct Rail Services) and GB Railfreight.

3. Rail sectors

The sectors used in this publication contain the following TOCs (non-franchised operators are excluded):

Long-distance operators

- CrossCountry (XC Trains);
- East Midlands Trains;
- First Great Western (high-speed; includes former Regional operator Wessex);
- GNER;
- Midland Mainline;
- National Express East Coast;
- Virgin CrossCountry; and
- Virgin West Coast.

London and South East operators

- c2c;
- Chiltern Railways;
- First Capital Connect (formerly Thameslink and WAGN);
- First Great Western (commuter);
- London Midland;
- London Overground;
- One;
- Silverlink;
- Southeastern;
- South West Trains; and
- Southern Railway.

Regional operators

- Arriva Trains Wales;
- Central Trains;
- East Midlands Trains;
- First Great Western;
- First ScotRail;
- Gatwick Express;
- London Midland;
- Merseyrail;
- Northern Rail; and
- TransPennine Express (TPE) (except Public performance measure (PPM) where TPE is long-distance);

4. Railway periods

Train operators report figures in 'periods'. A 'period' is normally a 28-day, or four weekly, period for business reporting purposes (Sunday to Saturday). At the end of the year, March 31, and the beginning of the year, 1 April, the period length can change to ensure a break is made at 31 March. Period 1 always starts on 1 April but ends on a Saturday. Period 13 always ends on 31 March. Some quarterly results require apportionment of these data. Quarters One, Two and Four consist of three periods whereas Quarter Three consists of four periods.

5. Abbreviations and symbols used

r	Data revised	NRES	National Rail Enquiry Service
–	Data not available	NTKm	Net tonne kilometres
-----	Break in series	ONS	Office for National Statistics
ACR	Access Charges Review	ORCATS	Operational Research Computer Allocation of Ticket Sales
ATOC	Association of Train Operating Companies	ORR	Office of Rail Regulation
BR	British Rail	PPM	Public Performance Measure
CHP	Complaint handling procedure	PSO	Public Service Obligation
CTRL	Channel Tunnel Rail Link	PTA	Passenger Transport Authority
DfT	Department for Transport	PTE	Passenger Transport Executive
GDP	Gross Domestic Product	ROSCOs	Rolling Stock Operating Companies
LSE	London and South East	RPI	Retail Price Index
LENNON	Latest Earnings Networked Nationally Over-Night	SE	Scottish Executive
MAA	Moving Annual Average	TTKm	Timetabled train kilometres
NPS	National Passenger Survey	TOCs	Train Operating Companies
NRT	National Rail Trends		

