



Passenger Rail Usage

2018-19 Q1 Statistical Release

Publication date: 4 October 2018

Next Publication date: 13 December 2018

Background

This release contains information on passenger rail usage. This covers:

- Passenger journeys
- Passenger kilometres
- Passenger revenue
- Passenger train kilometres

Coverage: Great Britain

Latest Quarter: 2018-19 Q1 (April to June 2018)

Sources:

- LENNON ticketing and revenue database
- Train Operating Companies
- Network Rail

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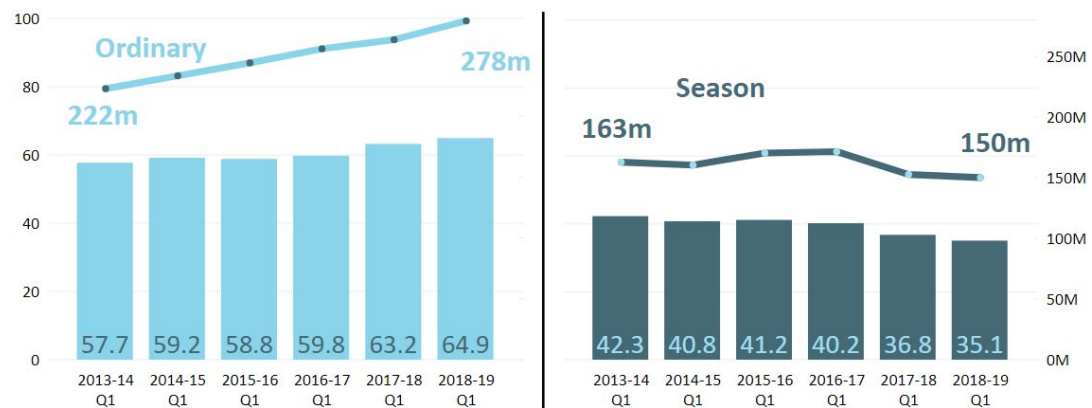
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Rail passenger journeys in Great Britain in 2018-19 Q1 increased to 429 million (3.1% rise compared to 2017-18 Q1). This was driven by a 3.5% increase in the London and South East sector. The total number of journeys for the 12 months to end June 2018 was 1.72 billion.

Passenger journeys by ticket type (millions) and market share (%), 2013-14 Q1 to 2018-19 Q1



The number of **journeys** made using ordinary tickets (278 million) such as advance, anytime and off-peak, increased by 15 million compared to 2017-18 Q1. In contrast, season ticket journeys fell to 150 million, which suggests passengers are moving away from longer-term tickets.

Passenger kilometres increased by 2.1% compared to 2017-18 Q1 with all three sectors reporting growth. The Long distance sector achieved the highest growth (2.3%).

Passenger revenue grew by 6.5% in 2018-19 Q1. The 3.2% increase in revenue per journey further suggests that people are switching away from season tickets, which offer the lowest price per journey.

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1. Passenger journeys

Passenger journeys are calculated 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** are available from 1994-95 onwards in [Table 12.6](#)

Quarterly data **by ticket type** are available from 1994-95 Q1 and annual data are available from 1986-87 onwards in [Table 12.7](#).

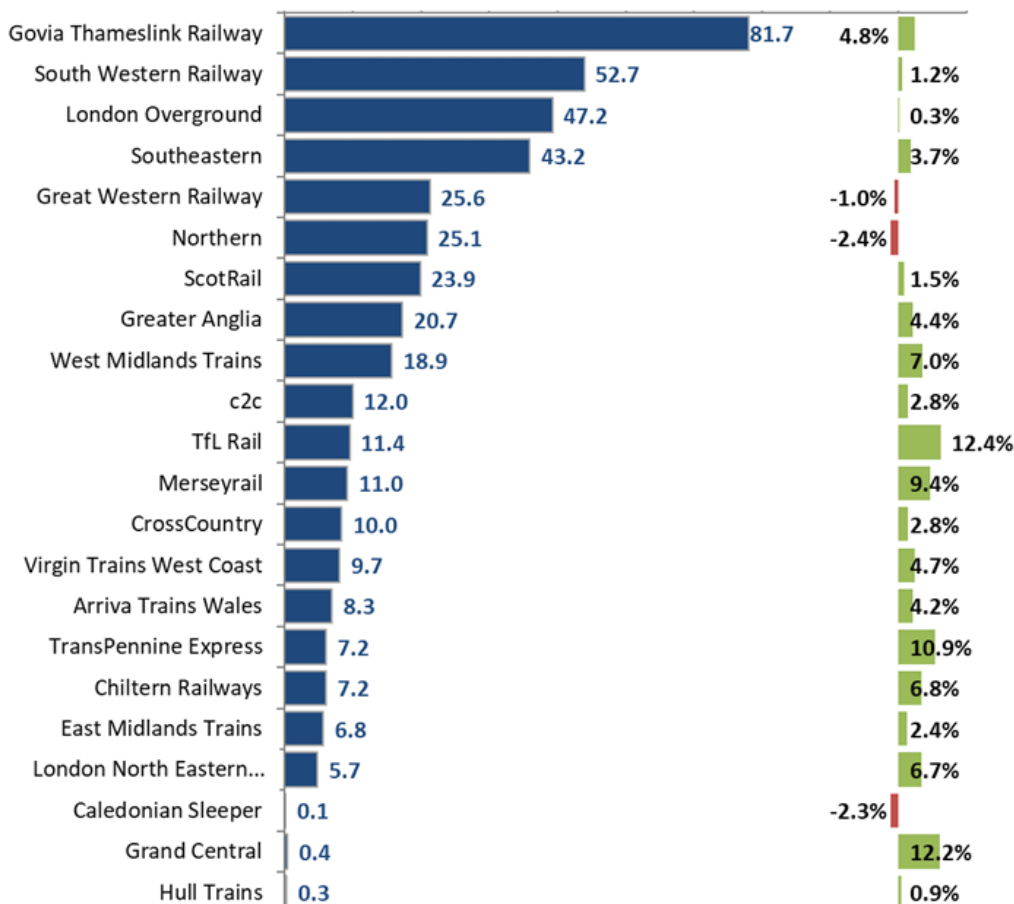
Quarterly and annual data **by TOC** are now available from 2011-12 onwards in [Table 12.12](#).

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

2018-19 Q1

- The number of journeys increased by 13 million compared to the same quarter in 2017-18, driven by an increase of 3.5% in journeys in the London and South East sector.
- Passenger journeys on Season tickets in 2018-19 Q1 dropped for the eighth quarter in succession, albeit at a slower quarterly rate of 1.7%.

Figure 1.01: Passenger journeys (millions) by operator, 2018-19 Q1 and percentage change compared to 2017-18 Q1



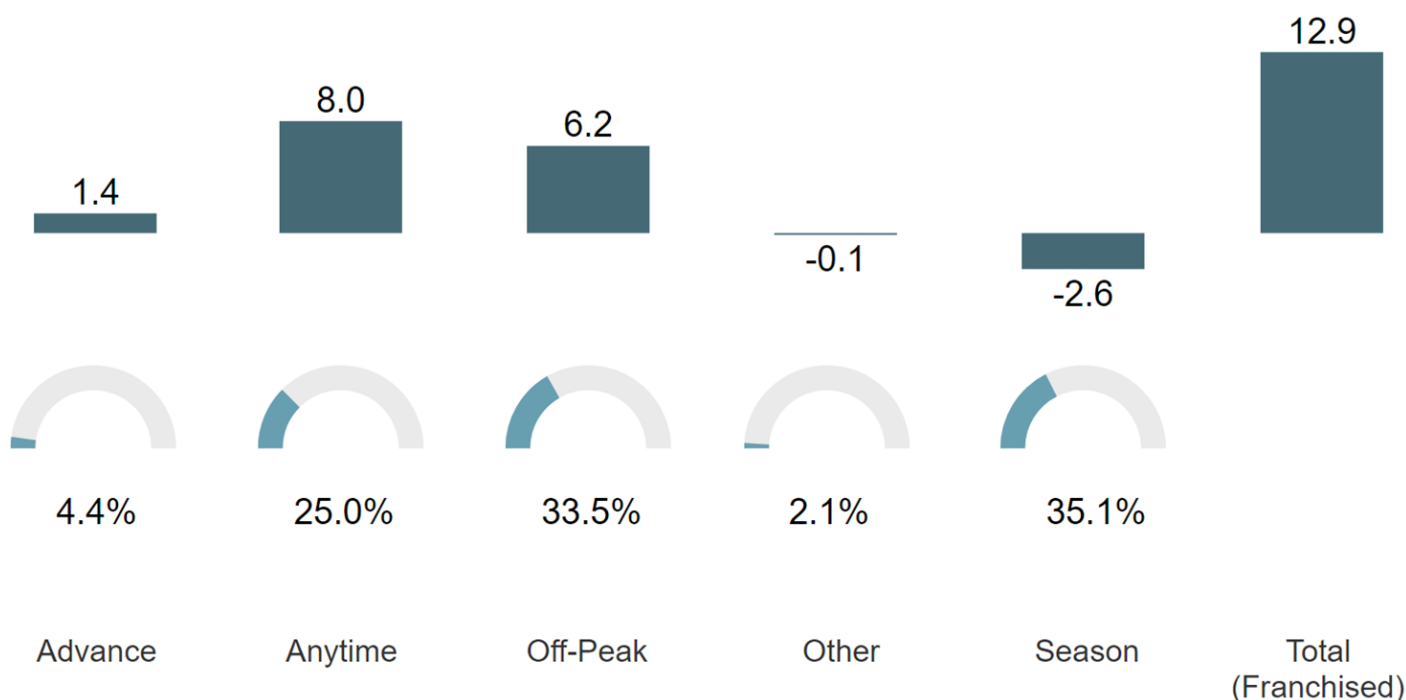
The majority of operators showed an increase in journeys compared to 2017-18 Q1. The four largest operators, all of whom operate within the London and South East sector and account for just over 50% of all journeys, recorded an increase.

On 20 May 2018, TfL Rail took over some local Great Western Railway (GWR) services out of London Paddington, which significantly increased the number of trains run by TfL Rail and consequently explains the drop in journeys for GWR.

The [timetable change in May 2018](#) caused disruption on the network, particularly for Northern Rail services¹ which recorded a decrease in journeys of 2.4% compared to the same quarter last year.

Non-franchised operators achieved their highest growth rate since 2015-16 Q1 with the 0.4 million journeys for Grand Central representing their highest quarterly volume since the time series began in 2011-12.

Figure 1.02: Change in passenger journeys by ticket type (millions), 2018-19 Q1 compared to 2017-18 Q1 and market share (%) in 2018-19 Q1



The number of journeys made on season tickets fell by 1.7% to 150 million in 2018-19 Q1. In contrast, ordinary tickets, driven by an 8.1% growth in anytime fares, increased by 5.9% compared to 2017-18 Q1. Market share of season ticket journeys was 35% in 2018-19 Q1, down from almost 50% in the equivalent quarter a decade ago.

¹ <https://www.northernrailway.co.uk/news/latest-news/2037-northern-statement-on-orr-report-into-may-timetable-disruption>

2. Passenger kilometres

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.

Quarterly and annual data **by sector** is now available from 1994-95 onwards in [Table 12.3](#)

Quarterly data **by ticket type** is now available from 1994-95 Q1 and annual data is available from 1986-87 onwards in [Table 12.4](#)

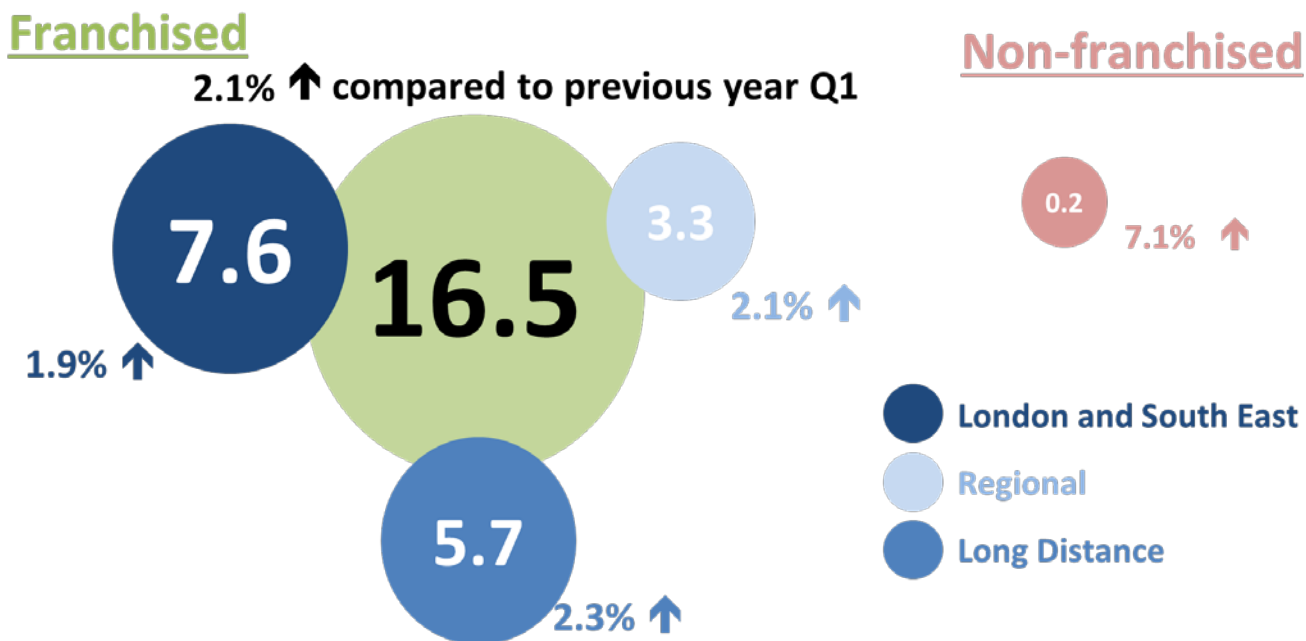
Quarterly and annual data **by TOC** is now available from 2011-12 onwards in [Table 12.11](#)

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

2018-19 Q1

- Passenger kilometres increased to 16.5 billion in 2018-19 Q1. This was a 2.1% increase compared to the same quarter last year.
- Similar to passenger journeys, all three sectors reported an increase in passenger kilometres, with the Long distance sector achieving the highest growth of 2.3% compared to 2017-18 Q1.

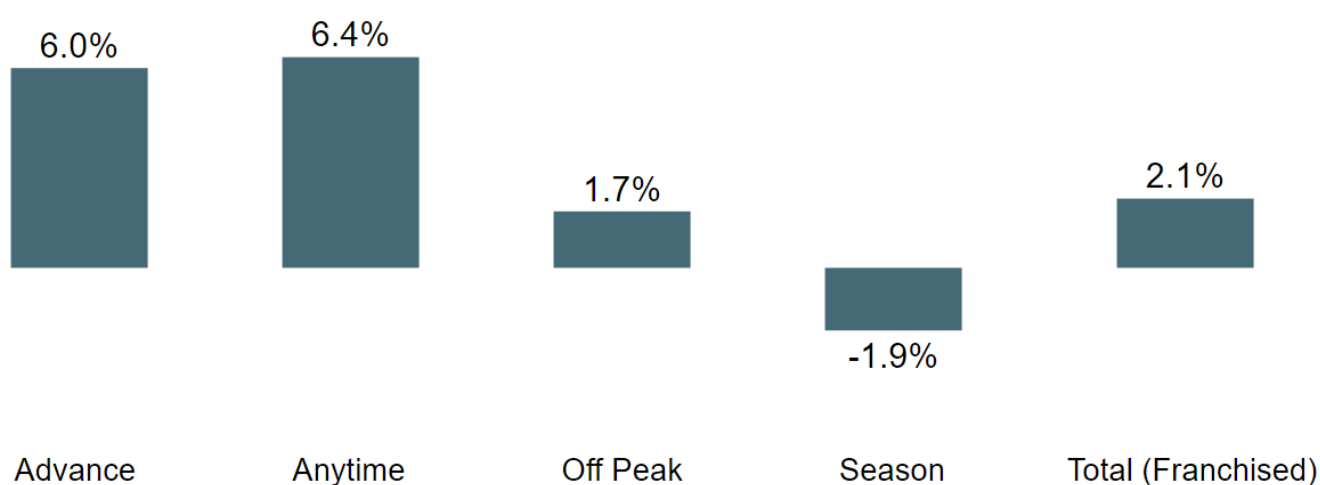
Figure 2.01: Passenger kilometres (billion kms) by sector, 2018-19 Q1 and percentage change compared to 2017-18 Q1



Growth in the Regional sector slowed to its lowest Q1 rate since 2012-13. The timetable change in May affected Northern Rail services², which contributed to the fall in its passenger kilometres.

The main contributor to growth in the Long distance sector was London North Eastern Railway (LNER), which increased by 7.8% in 2018-19 Q1 compared to the same quarter last year. LNER began operating the East Coast franchise on 24 June 2018 (towards the end of Q1). It was previously operated by Stagecoach and Virgin, and was previously referred to in this publication as Virgin Trains East Coast³.

Figure 2.02: Percentage change in passenger kilometres, ordinary and season tickets (excludes Other), 2018-19 Q1 compared to 2017-18 Q1



As with passenger journeys, passenger kilometres from season tickets fell compared to the same quarter last year, but at a slower rate than in recent quarters (1.9%).

In contrast, ordinary tickets, which accounted for more than three quarters of all passenger kilometres, increased by 3.4% compared to 2017-18 Q1 with passenger kilometres on advance tickets having an eighth successive quarter with growth in excess of 5%.

² <https://www.bbc.co.uk/news/uk-england-cumbria-44997743>

³ LNER is owned by the Department for Transport (DfT) and is operated by the DfT's operator of last resort, a consortium of Arup Group, Ernst & Young, and SNC-Lavalin Rail & Transit.

3. Passenger revenue

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

Quarterly data **by sector** is available from 1995-96 Q1 and annual data is available from 1994-95 onwards in [Table 12.8](#)

Quarterly data **by ticket type** is available from 1996-97 Q1 and annual data is available from 1986-87 onwards in [Table 12.9](#)

2018-19 Q1

- Passenger revenue increased by 6.5% (£155 million) to £2,551 million compared to 2017-18 Q1.
- Revenue per passenger kilometre was up 4.3% to 15.32p, the highest Q1 rate of increase recorded since 2012-13.

Figure 3.01: Passenger revenue by sector, percentage change compared to the same quarter the previous year, 2015-16 Q1 to 2018-19 Q1



Passenger revenue in the Long Distance sector recorded the highest growth in revenue in 2018-19 Q1, which represented the strongest Q1 revenue growth in the sector since 2010-11. Revenue from non-franchised operators increased by 9.8% though these operators account for less than 1% of all passenger revenue.

Season ticket revenue increased by 2.0% compared to the same quarter last year, having recorded a quarter-on-quarter drop in the last two quarters. This increased revenue came despite a fall in the number of journeys made on season tickets.

Revenue from ordinary tickets, which accounted for almost 80% of total revenue, recorded 7.6% growth as advance, anytime and off-peak tickets all demonstrated strong growth. Revenue for anytime tickets increased by £68 million compared to 2017-18 Q1, which represented the largest quarter-on-quarter increase for those tickets since the time series began in 2010-11.

Revenue per passenger kilometre in 2018-19 Q1 was 15.32p, the highest since the time series began in 1995-96. Likewise, revenue per journey in 2018-19 Q1 was at record high of £5.91, an increase of 3.2% compared to the same quarter last year.

4. Passenger train kilometres

Passenger train kilometres refers to the number of train kilometres (million) travelled by revenue earning passenger trains, sourced from Network Rail's Track Access Billing System (TABS).

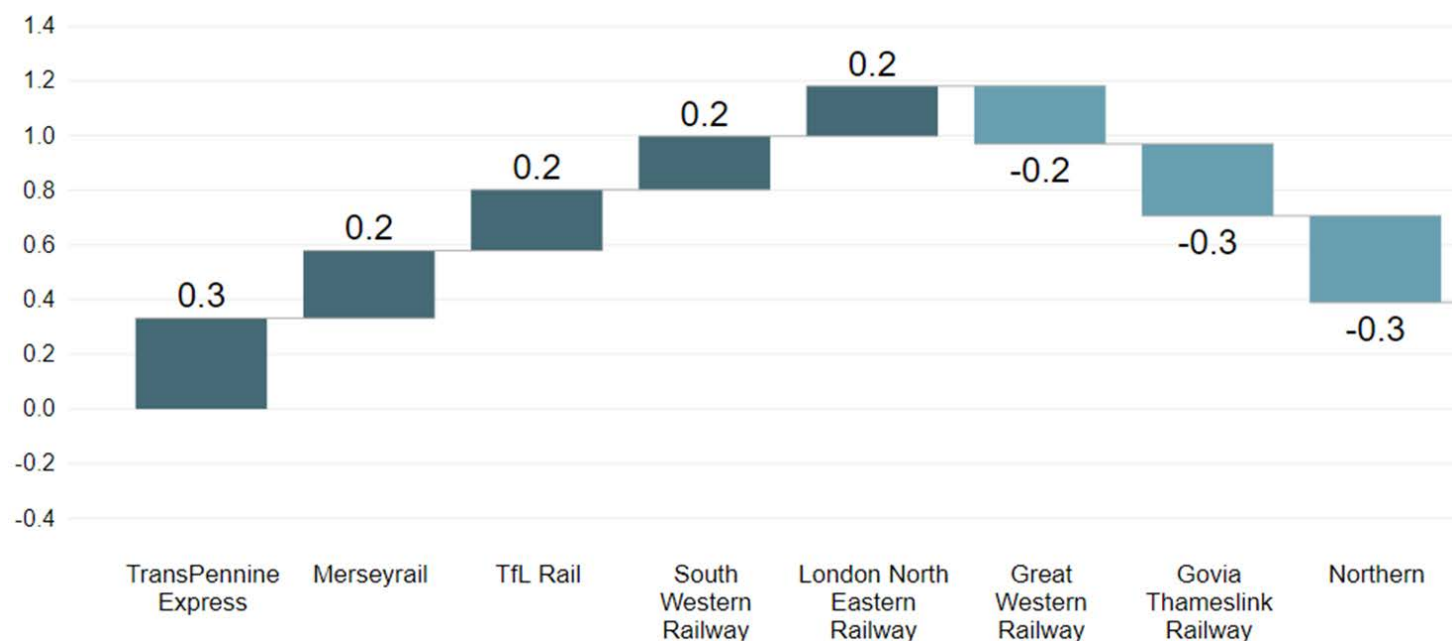
Train kilometres for Heathrow Express have been excluded from the total figures for the non-franchised operators as it is not charged through TABS.

Data for **Passenger train kilometres** is available from 2010-11 onwards

2018-19 Q1

- The volume of passenger train kilometres in 2018-19 Q1 was 132 million, up 0.3 million compared to 2017-18 Q1.
- Northern and Govia Thameslink Railway were both affected by the timetable change in May 2018.

Figure 4.01: Change in passenger train kilometres (selected operators), 2018-19 Q1 compared to 2017-18 Q1 (million tkms)



Nationally, passenger train kilometres increased by 0.2% compared to 2017-18 Q1. The largest contribution to the increase came from TransPennine Express (7.5%) and Merseyrail (17.6%)

Passenger train kilometres on TfL Rail increased by 0.2 million compared to the same quarter last year. This was due to TfL Rail taking over some Great Western Railway (GWR) services out of London Paddington in preparation for Crossrail. Passenger train kilometres for GWR saw an equivalent fall in 2018-19 Q1.

Passenger train kilometres for both Govia Thameslink Railway and Northern⁴ in 2018-19 Q1 decreased by 0.3 million compared to the same quarter last year, caused by the May 2018 timetable disruptions. Whilst TransPennine Express was also affected by the disruption, it showed a high growth in passenger kilometres due to the increased train services⁵.

ScotRail⁶ and Govia Thameslink Railway⁷ were affected by hot weather conditions in June 2018, which contributed to the decrease in passenger train kilometres in 2018-19 Q1.

⁴ <https://www.networkrail.co.uk/feeds/network-rail-gtr-and-northern-apologises-for-may-timetable-troubles/>

⁵ <http://www.railtechnologymagazine.com/Rail-News/tpe-launches-one-of-biggest-timetable-changes-the-north-has-seen>

⁶ <https://www.glasgowlive.co.uk/news/glasgow-news/high-temperatures-causing-delays-train-14842498>

⁷ <https://inews.co.uk/news/heatwave-rail-warning-trains-cancelled-hot-weather-tracks-buckle/>

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 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 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 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)

Passenger train kilometres

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

We no longer publish the Timetabled train kilometres by train operating company table on our data portal. For historical data, please contact us at rail.stats@orr.gov.uk.

Revisions: There have been revisions to the previously published tables associated with this statistical release. Further details can be found at: [Revisions Log](#).

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

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.

The **Department for Transport** (DfT) also publishes a range of rail statistics which can be found at [DfT Rail Statistics](#). One of them is the [Rail passenger numbers and crowding statistics](#) which provides information on the number of passengers travelling by rail into and out of major city centres in England and Wales. The statistics represent passengers on National Rail services on a 'typical' weekday.

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 Fares Index;
- 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 Complaints.

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

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.

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is ORR's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

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



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