



OFFICE OF RAIL REGULATION

# Statement of ORR's administrative sources

October 2012

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## Introduction

To comply with the Code of Practice for Official Statistics, every organisation that produces official statistics must publish a statement of administrative sources. This document outlines what administration data are used within ORR. Following this, it looks at the administration systems ORR has access to, and the steps used by ORR to transform administration sources into official statistics.

ORR has access to the following administration systems:

- ORR manage one administration system, Webform, is used to collect safety statistics.
- ORR has access to an administration system which collects information on rail tickets called LENNON<sup>1</sup>; this is used for the production of rail usage statistics, which are official statistics.
- ORR has access to data from safety administration systems from both RSSB and London Underground<sup>2</sup> as part of its regulatory functions
- ORR receives data extracts from a number of administration sources which are used in the production of official statistics. ORR does not have access to the raw data or administration source.
- ORR also receives data extracts from administration sources which are used for ORR's regulatory function, they are not currently used as official statistics but have the potential to be.

For full details on each administration system, please view the following pages. If you have any questions, please contact the Analysis and Research team on [rail.stats@orr.gsi.gov.uk](mailto:rail.stats@orr.gsi.gov.uk)

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<sup>1</sup> 'Latest Earnings Networked Nationally OverNight'

<sup>2</sup> SMIS (safety management information system) and LUSEA (London Underground Safety and Environmental Analysis database)

## ORR managed administrative system

### ORR webform:

Administration source	Webform data
Organisation	ORR

Purpose of administrative system	To record RIDDOR reportable safety incidents on Britain's railways which are not managed by Network Rail or the London underground eg. DLR and heritage.
Unit of inquiry	Users of the railway (including passengers and workforce), and members of the public who are affected by railway.
Coverage	ORR – Non Network Rail or London underground managed infrastructure such heritage railways and DLR.
Completeness	<p>It is a legal requirement for all safety related incidents which are RIDDOR<sup>3</sup> reportable have to be reported to ORR.</p> <p>The data from the Webform is supplemented by data from RSSB (SMIS) and London Underground (LUSEA) to form a national picture of safety on the rail network.</p>
Geographical coverage	Great Britain
Access arrangements	Only the Information and Analysis team within ORR have access to the complete data set. ORR staff may view the reports if this is relevant under ORR's safety regulation role.
Dissemination procedure	All safety reports are distributed in line with ORR's policy on confidentiality.
Timing of public release	Released yearly on the ORR's data portal <a href="http://dataportal.orr.gov.uk/">http://dataportal.orr.gov.uk/</a>

<sup>3</sup> Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995

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### Change process:

Procedures for changing definitions, scope etc	The Rail Statistics Management Group (RSMG) would be a place where decisions are made by the rail industry and stakeholders on changes to the system or official statistics. RSMG consists of railway stakeholders and meet every quarter.
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### Statistical production process:

Validation procedures	ORR carry out a range of validation checks on the webform data to ensure the data is of high quality, such as ensuring all fields are completed accurately and that it is compliant with guidance.
Quality assessment	Internal quality assurance is carried out on the data.
Periodicity of release	Published annually. Details are published on ORR's publication timetable.
Potential impact of changes to the administration system	Possible break in series if the scope or definition of safety data is changed.

## Administrative system accessed for official statistics

ORR has access to the following administration system which is used in the production of official statistics.

### Latest Earnings Networked Nationally Over Night

Administration source	Latest Earnings Networked Nationally Over Night (LENNON)
Organisation	Association of Train Operating Companies (ATOC)

### Statistical end-product:

Title of statistical product derived from the administration source	- Rail Usage; passenger journeys, passenger kilometres and passenger revenue  - Fares Index  - Regional usage
Name of responsible organisation	ORR

### Administrative source:

Name of organisation responsible for the original data source	The data is owned by ATOC whose subsidiary RSP operates the LENNON contract to ATOS Origin.
Purpose of administrative system	To allocate ticket revenue to train operating companies  To provide train operating companies and stakeholders with data analysis.
Unit of inquiry	Train operating companies
Coverage	Covers all franchised train operating companies in Great Britain and some non-franchised train companies.
Completeness	LENNON records the majority of ticket information within Great Britain. However, there is some non-

	LENNON data which is recorded separately by the Train Operating Company (TOC), for example Passenger Transport Executive (PTE) tickets. ORR carries out a reconciliation process to add non-LENNON tickets into the rail usage tables, which the TOCs provide
Geographical coverage	Great Britain
Access arrangements	ORR has two registered people who are allowed access.
Dissemination procedure	ORR is only allowed to publish data at an aggregated level due to the commercial sensitivity of the data.
Timing of public release	The data is released quarterly. The dates are available on ORR's publication timetable a year in advance.

### Change process:

Procedures for changing definitions, scope etc	<p>If ORR requires any changes or would like to publish/share more detailed data, they must contact ATOS origin or ATOC for agreement.</p> <p>ATOC will keep ORR updated within the Rail Statistics Management Group of any relevant updates or change.</p>
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### Statistical production process:

Validation procedures and Quality Assessment	<p>LENNON is audited by ATOS origin and ATOC.</p> <p>ORR carries out a number of validation steps on the extracted data. Quality assurance is carried out by ATOC, Department for Transport and other relevant stakeholders if necessary.</p>
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Periodicity of release	Quarterly
Potential impact of changes to the administration system	The need for revenue to be distributed between train companies means ORR has no reason to believe the data source will change in the near future.
Procedures for mitigating such discontinuities	The Rail Statistics Management Group (RSMG) would be the place where decisions are made by the rail industry and stakeholders on changes to the official statistics. RSMG consists of railway stakeholders and meet every quarter.

## Administrative system accessed for regulatory purposes

ORR has access to the following administration sources and are used by ORR as part of its regulatory role. ORR does not use the administration system to produce statistics, instead receives end of year tabulated data which is quality assured from the organisations listed below.

### Safety Management Information System

<b>Administration source</b>	Safety Management Information System (SMIS)
<b>Organisation</b>	RSSB

Purpose of administrative system	To record safety reports on Britain's mainline railway.  ORR receive separate tabulated data which forms part of the official statistics. The tabulated data is derived from SMIS.
Unit of inquiry	Users of the railway, employees of the railway and members of the public who are affected by railway.
Coverage	Safety data covers Great Britain.  RSSB – covers the mainline railway in Great Britain
Completeness	RSSB collect a range of safety data on the railway. All RIDDOR <sup>4</sup> reportable accidents are reported.
Geographical coverage	Great Britain – Network Rail coverage
Access arrangements	Only the Information and Analysis team within ORR have access to the data. ORR staff may view the reports if this is relevant under ORR's safety regulation role.
Dissemination procedure	All safety reports are distributed in line with ORR's policy on confidentiality.

<sup>4</sup> Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995



Timing of public release	Released yearly on ORR's data portal: <a href="http://dataportal.orr.gov.uk/">http://dataportal.orr.gov.uk/</a>
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### Change process:

Procedures for changing definitions, scope etc	The Rail Statistics Management Group (RSMG) would be the place where decisions are made by the rail industry and stakeholders on changes to the system or official statistics. RSSB are part of this group and would raise awareness. RSMG consists of railway stakeholders and meet every quarter.
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### Statistical production process:

Validation procedures	Validation on RSSB is carried out by those responsible organisations.
Quality assessment	RSSB carry out a range of validation check on their data.  ORR carry out a range of quality assurance checks when publishing the data
Periodicity of release	Published annually. Details are published on ORR's publication timetable.  RSSB publish the data within their Annual Safety Performance Report: <a href="http://www.rspb.co.uk/SPR/Reports/Pages/default.aspx">http://www.rspb.co.uk/SPR/Reports/Pages/default.aspx</a>
Potential impact of changes to the administration system	Possible break in series if the scope or definition of safety data is changed.
Procedures for mitigating such discontinuities	The Rail Statistics Management Group (RSMG) would be the place where decisions are made by the rail industry and stakeholders on changes to the system or official statistics. RSMG consists of railway stakeholders and meet every quarter.

## London Underground Safety and Environmental Analysis

Name of original administrative source	London Underground Safety and Environmental Analysis database (LUSEA)
Name of organisation responsible for the original data source	London Underground

Purpose of administrative system	To record safety reports on Britain's railways.
Unit of inquiry	Users of the railway, and members of the public who are affected by railway.
Coverage	Safety data covers Great Britain.  RSSB – covers the mainline railway in Great Britain
Completeness	All safety related incidents which are RIDDOR <sup>5</sup> reportable have to be reported to RSSB and is legislation.
Geographical coverage	Great Britain – Network Rail coverage
Access arrangements	Only the Information and Analysis team within ORR have access to the data. ORR staff may view the reports if this is relevant under ORR's safety regulation role.
Dissemination procedure	All safety reports are distributed in line with ORR's policy on confidentiality.
Timing of public release	Released yearly on ORR's data portal: <a href="http://dataportal.orr.gov.uk/">http://dataportal.orr.gov.uk/</a>

### Change process:

Procedures for changing definitions, scope etc	The Rail Statistics Management Group (RSMG) would be where ORR are informed are changes to the system.
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<sup>5</sup> Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995

### Statistical production process:

Validation procedures	Validation on RSSB and LUL data is carried out by those responsible organisations.
Quality assessment	RSSB are responsible for the quality of their data  ORR carry out a number of internal checks. ORR ensure the data is comparable with other sources of safety data.
Periodicity of release	Published annually. Details are published on ORR's publication timetable.  RSSB publish the data within their Annual Safety Performance Report: <a href="http://www.rssb.co.uk/SPR/Reports/Pages/default.aspx">http://www.rssb.co.uk/SPR/Reports/Pages/default.aspx</a>
Potential impact of changes to the administration system	Possible break in series if the scope or definition of safety data is changed.
Procedures for mitigating such discontinuities	The Rail Statistics Management Group (RSMG) would be the place where decisions are made by the rail industry and stakeholders on changes to the system or official statistics. RSMG consists of railway stakeholders and meet every quarter.

## Administration extracts used for official statistics

ORR has access to the following data extracts which are derived from various administrative systems. ORR does not have access to the raw data or administrative system and the extracts contain only the data required for processing official statistics.

Name of administration source	Organisation	Scope	Official statistic produced
Train running system (Trust)	Network Rail	Punctuality of trains	Public performance measure (PPM)
National Rail Enquiry Service	ATOC	Public contact to National Rail Enquiries Service	National rail enquiries service (NRES)
Freight moved	Network Rail	Amount of freight moved on the rail network	Freight moved
Passenger Focus complaints database	Passenger Focus	Number of contacts rail passengers make to Passenger Focus.  Number of appeals Passenger Focus open on behalf of passengers against train operating companies.	Appeals opened by Passenger Focus or London Travel Watch  Complaints received by Passenger Focus or London TravelWatch
London Travel Watch complaints database		Number of contacts rail passengers make to London Travel Watch.  Number of appeals London Travel Watch open on behalf of passengers against train operating companies.	Appeals opened by Passenger Focus or London Travel Watch  Complaints received by Passenger Focus or London TravelWatch
DfT average age of rolling stock data'	Department for Transport	Average age of train rolling stock	Average age of rolling stock

Train operator passenger counts	Department for Transport	Range of tables on crowding on the rail network.	<p>-Peak crowding on a typical autumn weekday by city and train operator</p> <p>-Passengers in excess of capacity (PiXC) on a typical autumn weekday by operator: London &amp; South East train operators: annual from 2008</p> <p>-Peak crowding on a typical autumn weekday by city and train operator</p>
Freight lifted (from four freight companies)	Four freight companies	Each freight company supplies the data in a different format.	Freight lifted

## Administration extracts not used for official statistics

ORR has access to the following data extracts which are derived from administrative system. ORR does not have access to the raw data or complete administrative system. These extracts are not used to produce official statistics; however, they have the potential to do so.

Organisation	Scope	Name of statistic
Network Rail	Count of incidents on the railway network.	Incidents
Network Rail	Number of minutes passengers are delayed by incidents on the rail network.	Delay minutes
Network Rail	Train mileage	Train mileage
Network Rail	Number of Temporary Speed Restrictions	Temporary Speed Restrictions
Network Rail	Broken rails on the rail network	Broken Rails
Network Rail	Bus replacement hours  Possession disruption index  Possessions	Network Availability
Network Rail	Joint Network Rail and train operator company performance targets	JPIP targets
Network Rail	Forecast of traffic growth on the rail network.	Traffic growth
Network Rail	Planned delay minutes improvement on the rail network	Performance Action Tracker (PAT)