Rail Trends Factsheet

January 2017

Department for Transport

About this factsheet

This factsheet provides an overview of key statistics on rail in Great Britain. The national rail statistics are for surface rail only, and do not include underground, light rail and tram systems.

Key Statistics

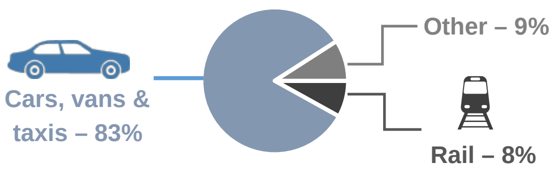
Great Britain's railways in 2015-16:[1]

- **1.7 billion** rail journeys
- **64.7 billion** passenger kms
- **£9.3 billion** of passenger revenue

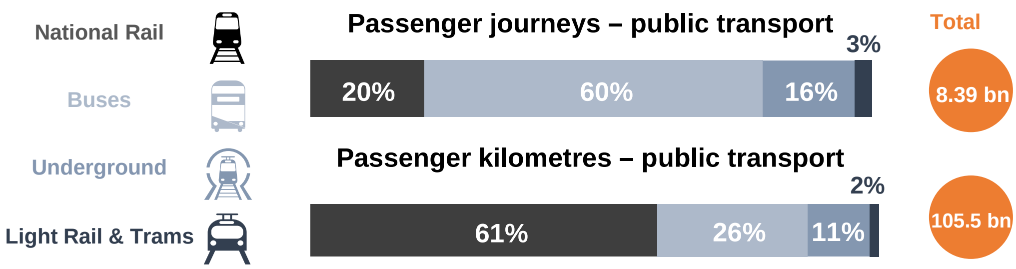
Modal comparisons

Approximately 8% of distance travelled in GB in 2015 was by rail. Of all public transport trips, in GB during 2015-16 national rail accounted for 20% of passenger journeys, and 61% of passenger km.[3]

Passenger distance – all modes

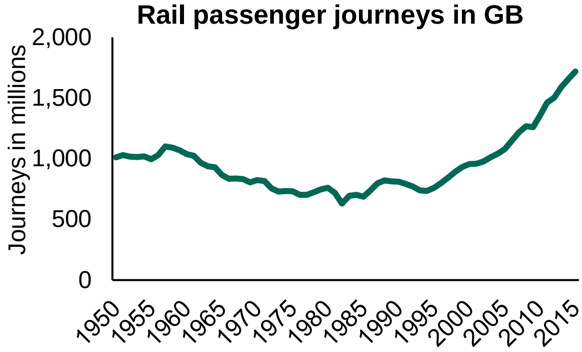


Note: Does not include walking



Rail usage

Rail passenger journeys in GB



The number of rail journeys in the United Kingdom was the second highest in the European Union in 2014. Germany was the only country to record more with a total of 2.7 billion rail journeys.[4]

Growth in rail usage has been seen across all rail sectors in the last 20 years, but in particular for London & the South East. While this sector accounts for 48% of passenger kilometres, its makes up the majority (70%) of journeys.[1]

- Over the last two decades there has been substantial growth in rail usage, and rail passenger journeys are now at their highest level since the 1920s. An average of 4.7 million journeys per day are made in Great Britain.
- The majority of growth has been in the London & South East sector, and 64% of journeys either start or end in London.

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FURTHER INFORMATION: Public: 020 7944 2419; Media: 020 7944 4459

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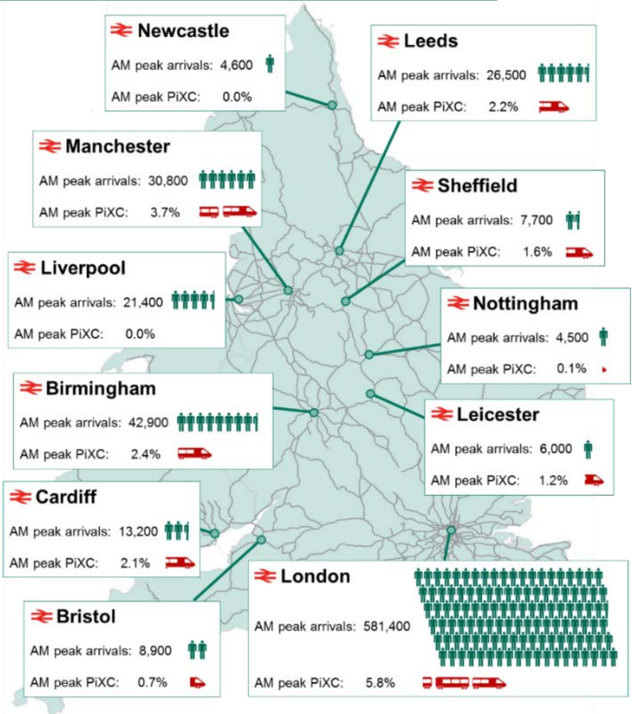
Passenger numbers & crowding

This section presents information about the number of passengers travelling into and out of major city centres in England and Wales during a typical autumn weekday in 2015, as well as levels of crowding. 'PiXC' (percentage of passengers in excess of the train's capacity) is a measure of crowding where a higher percentage indicates more crowding.

Major cities



AM peak arrivals is the number of passengers arriving into the city centre during the three hour morning peak (7-10am).

AM peak PiXC is the percentage of passengers in excess of capacity (PiXC) across the morning peak on a typical autumn weekday. A higher PiXC percentage represents a worse crowding level.[2]

Station Usage

Station Usage

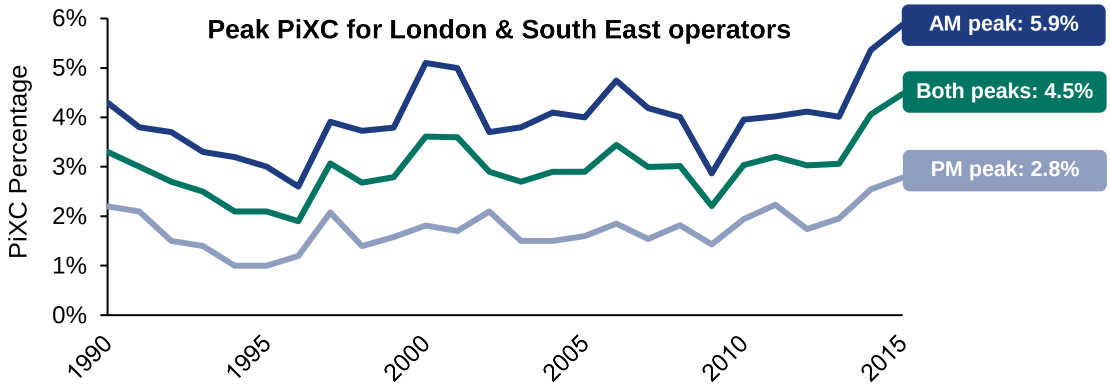
The 10 stations with the highest number of entries and exits in Great Britain in 2015-16 (in millions):

WATERLOO	99m	↑5%
VICTORIA	81m	↓3%
LIVERPOOL STREET	67m	↑9%
LONDON BRIDGE	54m	↑12%
EUSTON	42m	↑5%
STRATFORD	41m	↑9%
BIRMINGHAM NEW STREET	39m	↑10%
PADDINGTON	37m	↑1%
KING'S CROSS	33m	↑5%
CLAPHAM JUNCTION	33m	↑8%

Percentage changes comparable with 2014-15.

London stations make up nine of the top 10 stations in 2015-16.[1]

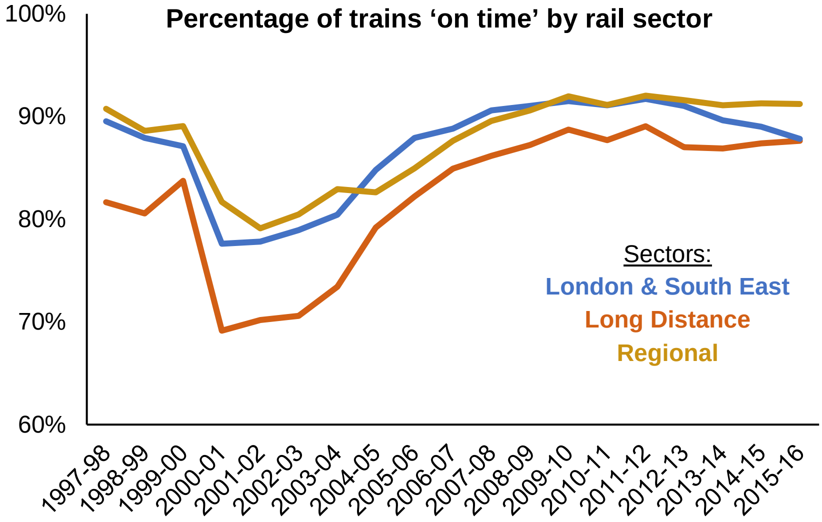
Crowding in London & South East



The PiXC crowding measure in London over both peaks has increased to 4.5% in 2015 from 4.1% in 2014.[2]

Rail punctuality, safety & infrastructure

Punctuality



The Public Performance Measure (PPM) gives the percentage of trains 'on time' (i.e. within 5 minutes of the scheduled destination time, or for Long Distance services within 10 minutes).

In 2015-16, 89.1% of trains were 'on time' in Great Britain. Performance of Long Distance services remains lower than other sectors.

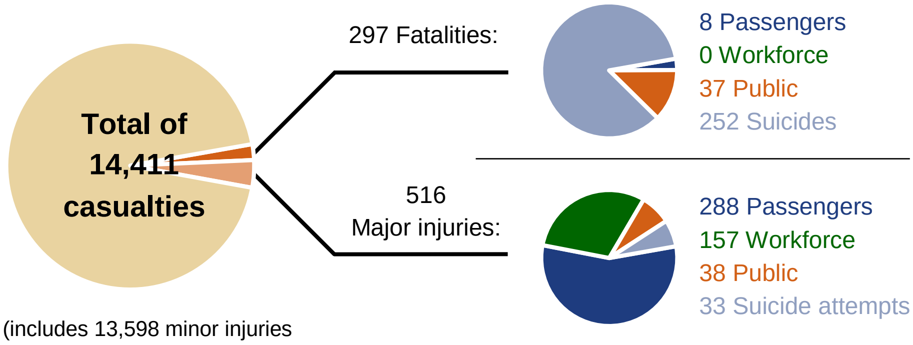
Following restrictions introduced in the early 2000s, PPM fell sharply across Great Britain. Although PPM recovered during the mid-2000s, it has been falling in recent years.[1]

Safety

Rail has one of the lowest passenger casualty rates of any mode of transport.[3]

Between 2010 and 2014 the United Kingdom had the lowest number of railway fatalities per train kilometre out of the 28 European countries that submit data to the European Railways Agency.[4]

Key rail safety statistics for 2015-16:[1]



(includes 13,598 minor injuries & shock/trauma)

For the ninth year running, there were no passenger or staff fatalities *in train accidents* in 2015-16.[1]

Infrastructure

In 2015-16 in Great Britain:[1]

2,557 **stations**

15,799 km **of route**

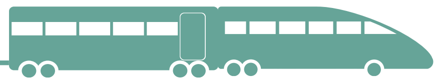
34% **of electrified route**

24% **less carbon emissions than in 2005-06**

The average age of rolling stock was 21 years

- While rail travel increased over the last decade, punctuality had remained relatively steady. However, in most recent years there has been a downward trend in punctuality, mainly due to bad weather and network congestion.
- Safety on the railways for passengers and workers has improved over many years and the UK now has one of the safest railways in Europe.

Rail finance, fares & freight

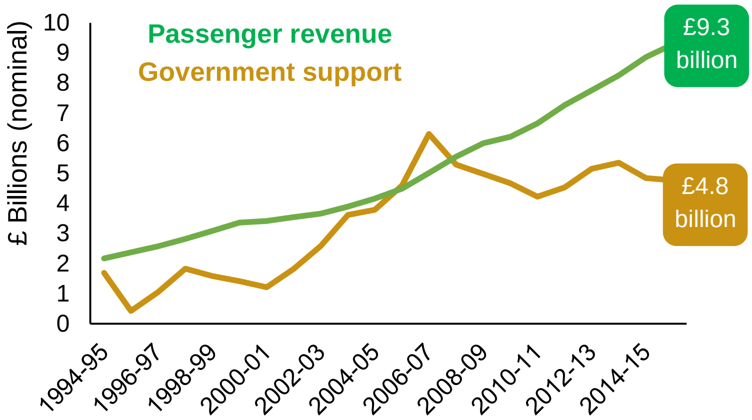


Finance

In 2015-16, Government support to the rail industry was £4.8 billion. This was mostly comprised of the £4.0 billion grant paid to Network Rail, as well as expenditure on Crossrail (£0.8 billion) and HS2 (£0.5 billion). Train operating companies paid a premium to Government of £0.8 billion.[1]

Franchised passenger revenue has increased from £2.2 billion in 1994-95 to £9.3 billion in 2015-16.[1]

Passenger Revenue and Government Support for rail



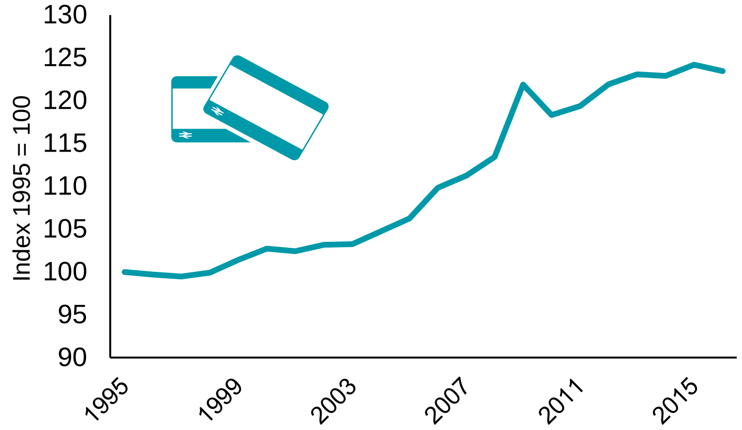
Fares

Rail fares increase each January and are based on the RPI value for the previous July.

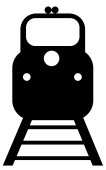
Average rail fares have fallen by 0.6% between January 2015 and January 2016, but have increased by 23.5% between 1995 and 2016.

Since January 1995, First Class fares have risen fastest of all fares in real terms (63%) followed by Standard Class unregulated (32%) and Standard Class regulated (6%).[1]

Change in average rail fares in real terms

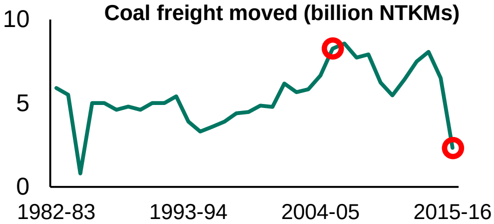


Freight



Around 12% of all freight moved in Great Britain was by rail in 2014[3]. In 2015-16, freight moved by rail was 18 billion net tonne km, down 20% from 2014-15. This decrease was mainly due to a decline in the amount of coal moved, which has fallen substantially (72%) since 2005-06.[1]

Coal freight moved (billion NTKMs)



- ➢ While passenger revenue has more than quadrupled in the last twenty years, in line with increases in passenger journeys, government support to the rail industry has also increased. This is through funding of major projects such as HS2 and Crossrail, and its grant to Network Rail.
- ➢ Government regulates certain rail fares, including commuter fares (in major cities), some season tickets, day singles and returns. Regulated fares have risen in real terms at a slower rate than unregulated fares.

List of sources:

1. For statistics on rail usage, station usage, punctuality, safety, infrastructure, finance, fares and freight see: Office of Rail and Road (ORR)
2. Passenger numbers and crowding statistics: Department for Transport (DfT) Rail Statistics
3. Modal comparisons: Department for Transport (DfT) TSGB
4. European comparisons: European Railway Agency and Eurostat