Rail Trends, Great Britain 2012/13

Rail Statistics Factsheet No. 1, published 24th October 2013

Department for Transport

Introduction

This factsheet provides an overview of key statistics on the rail industry in Great Britain. These statistics relate to the national rail network, so do not include underground, light rail and tram systems. This factsheet covers statistics on:

1. Rail usage
2. Punctuality and reliability
3. Passenger satisfaction
4. Passenger revenue and Government support
5. Fares
6. Safety
7. Freight

Since privatisation in the mid-1990s, passenger and freight services on the rail network in Great Britain have been provided by a number of private sector companies. Most passenger rail travel is made with the nineteen franchised operators, but there are also a small number of non-franchised operators. Franchised operators are split into three sectors:

- long-distance operators, which primarily operate long-distance routes around the country
- London & South East operators, which primarily operate local routes in London and the South East
- regional operators, which primarily operate local routes in the rest of the country

Some operators have routes in more than one sector, for example First Great Western operates in all three.

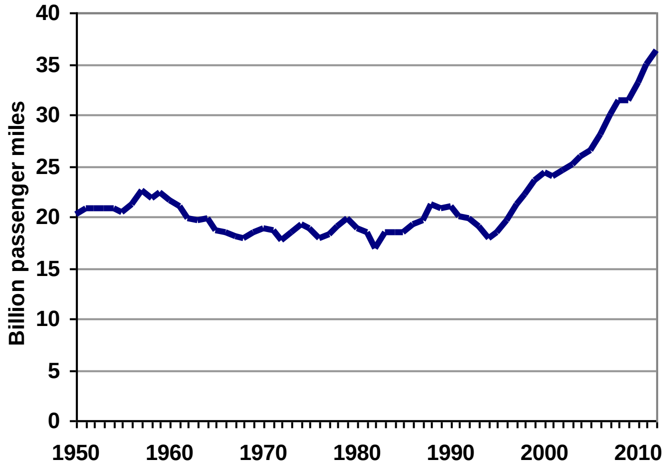
1. Rail usage

In 2012/13 **rail passengers made 1.5 billion journeys with franchised operators**, travelling 36 billion miles.

After remaining at around the same level for several decades, rail use in Great Britain has seen large increases since the mid-1990s. The **number of journeys has doubled since 1994/95**, and increased by a quarter in the last 5 years.

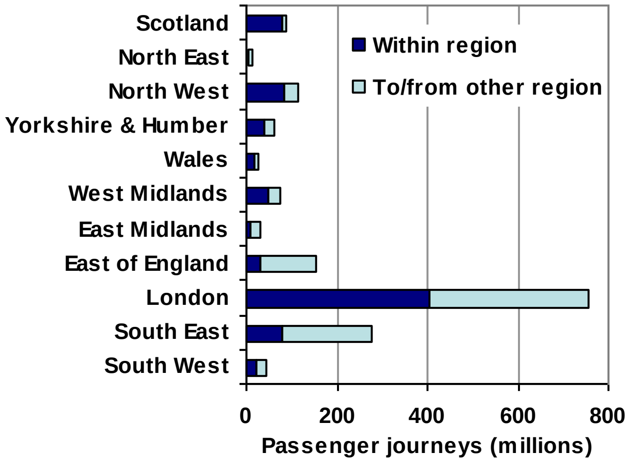
In 2012/13, 69 per cent of journeys were made with London & South East operators, 23 per cent with regional operators and 9 per cent with long-distance operators.

Chart 1: Rail passenger miles: GB 1950 to 2012



Source: Office of Rail Regulation (ORR)

Chart 2: Rail journeys by region: GB 2011/12



Source: Office of Rail Regulation (ORR)

In 2011/12, **61 per cent of all rail journeys in Great Britain started or finished in London.** The South East and the East of England were the regions with the next highest numbers of journeys, but 66 per cent of journeys in the South East and 76 per cent in the East of England were to or from London.

In the north of England, the North West had the highest number of rail journeys, with 9 per cent of all journeys in Great Britain starting or finishing in the region.

Seven per cent of all rail journeys started or finished in Scotland and 2 per cent in Wales.

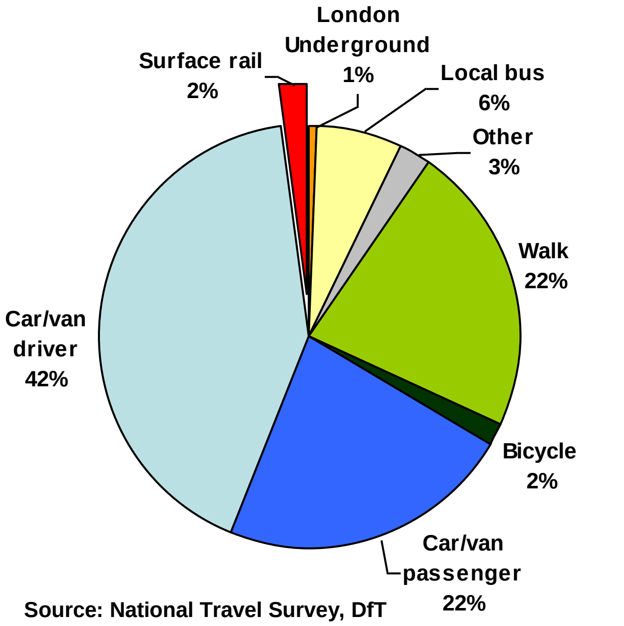
The National Travel Survey shows that the average person in Great Britain made 19 trips in 2012 where surface rail was the main mode of travel, travelling on average 32 miles each trip. **Rail was the main mode of travel for 2 per cent of all trips, but 9 per cent of distance travelled.**

A higher proportion of trips covering longer distances were made by rail, which was **the main mode of travel for 8 per cent of trips of 10 miles and over and 20 per cent of trips of 100 miles and over.**

Twice as many journeys were made per day on weekdays than at weekends. **On weekdays 50 per cent of rail trips were for commuting purposes**, 10 per cent for business and 19 per cent for leisure.

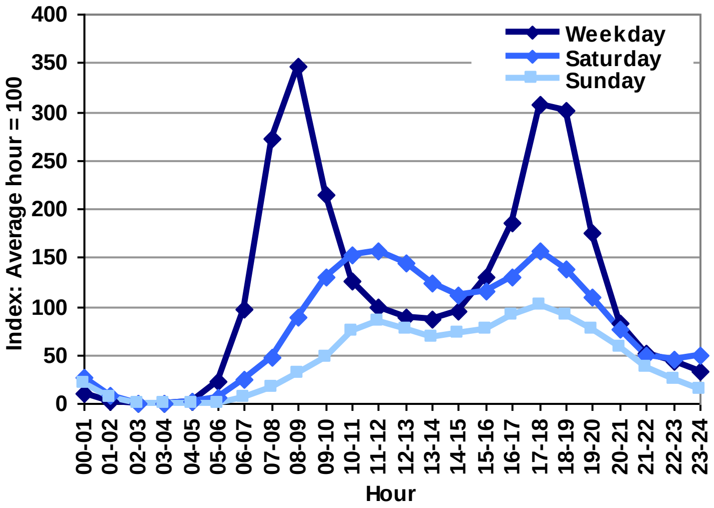
Conversely, **on weekends 66 per cent of rail trips were for leisure purposes** and 12 per cent for shopping. Only 15 per cent were for commuting or business.

Chart 3: Trips by main mode of travel: GB 2012



Source: National Travel Survey, DfT

Chart 4: Average surface rail trips in progress by hour and day of week: GB 2008-12



Source: National Travel Survey, DfT

Chart 4 shows the trends in rail travel during the day on weekdays and weekends, based on National Travel Survey data from 2008-2012 combined.

Rail travel on weekdays predominantly reflects commuting patterns, with **the majority of trips being made in two peaks in the morning and the early evening.**

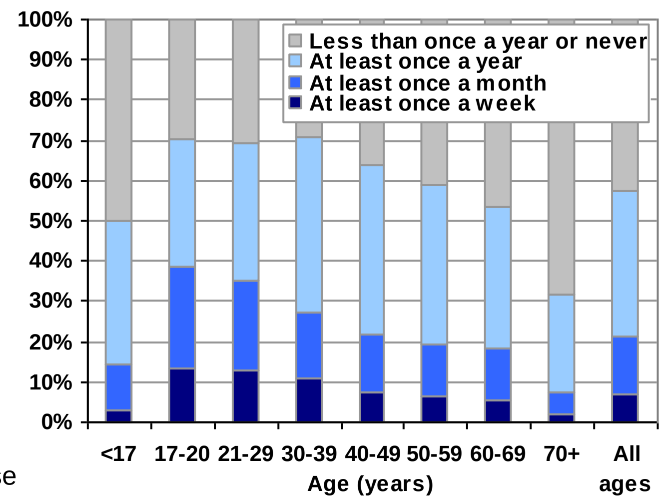
Weekend travel is more evenly spread during the day but still has two distinct peaks. Twice as many trips are made on Saturdays as on Sundays.

Chart 5 shows the frequency of rail use by age group. Overall, **58 per cent of people reported using surface rail at least once a year**, with 7 per cent using it at least once a week.

Rail use was highest amongst young adults and lowest amongst people aged over 70 or under 17. Thirty eight per cent of people aged 17-20 said they used surface rail at least once a month, compared to only 14 per cent of those under 17 and 7 per cent of those over 70.

Seventy per cent of people aged between 17 and 39 reported using surface rail at least once a year, but this figure dropped to 31 per cent for those aged 70 and over.

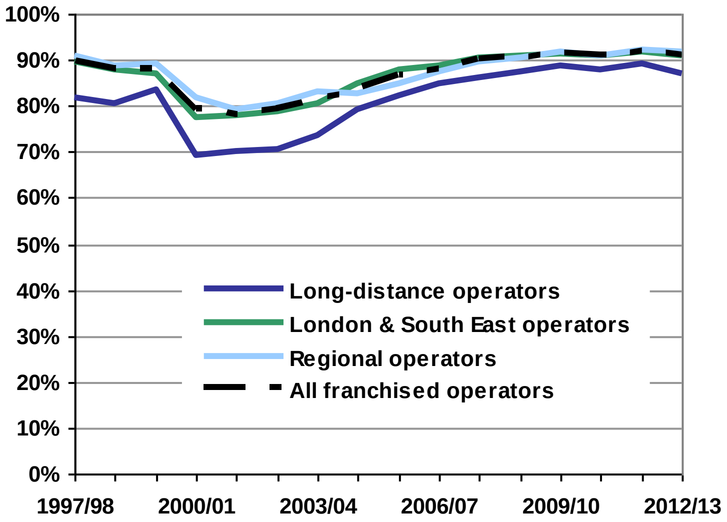
Chart 5: Surface rail usage by age: GB 2012



Source: National Travel Survey, DfT

2. Punctuality and reliability

Chart 6: Percentage of trains arriving on time: GB 1997/98 to 2012/13



Source: Office of Rail Regulation (ORR)

The public performance measure (PPM) is an indicator of the performance and reliability of Britain's railways. It is the proportion of passenger trains that arrive at their final destination on time (defined as within 5 minutes of the timetabled time for regional and London & South East train services, and 10 minutes for long-distance services).

In 2012/13, **90.9 per cent of franchised operators' trains arrived on time at their destination**, a decrease from 91.6 per cent the previous year. This was slightly lower for long-distance operators, at 87.1 per cent.

PPM fell sharply following the Hatfield accident in October 2000, as a consequence of the safety checks that were made across the network, resulting in widespread emergency speed restrictions and a change in operating and maintenance practices. But it increased steadily over the next few years following investment in track and signalling infrastructure maintenance, and has been above 90 per cent each year since 2008/09.

3. Passenger satisfaction

The National Passenger Survey (NPS) shows that **82 per cent of rail passengers in Great Britain in spring 2013 were satisfied with their journey overall.** This is a reduction from 83 per cent in spring 2012 and 85 per cent in autumn 2012, which was the highest figure recorded since the survey began in 1999.

Only **42 per cent of passengers were satisfied with the value for money for the price of their ticket** in spring 2013, and this dropped to 38 per cent for London & South East operators. Seventy eight per cent of passengers were satisfied with the punctuality/reliability of their trains and 67 per cent were satisfied that there was sufficient room for all passengers to stand or sit.

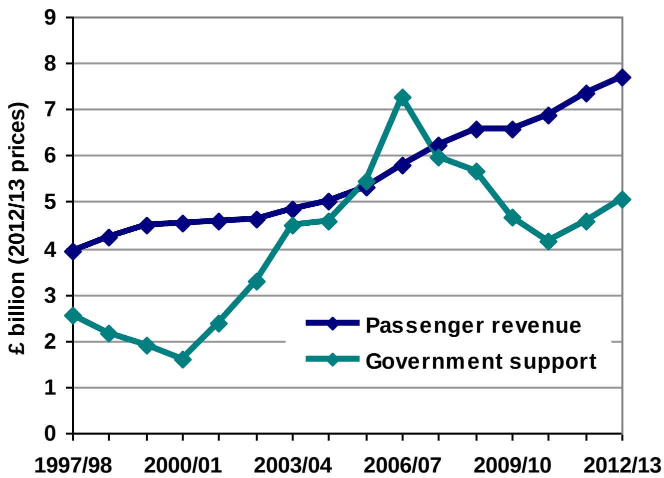
Out of the factors that the NPS asks passengers to rate, satisfaction with the punctuality/reliability of their train is the factor that has the strongest correlation with whether a passenger will say they were satisfied with their journey overall. Conversely, the factor that has the strongest correlation with dissatisfaction overall is how passengers rate the way that a train operator deals with delays.

4. Passenger revenue and Government support

In 2012/13, **franchised train operators received £7.7 billion in revenue from passengers.** Thirty two per cent of this came from off-peak tickets, 28 per cent from anytime/peak tickets, and 25 per cent from season tickets. Revenue has steadily increased in recent years as rail use has increased, doubling in real terms since 1997/98.

Government support to the rail industry was £5.1 billion in 2012/13. The majority of this was the £3.8 billion grant paid to Network Rail, the owner and operator of the railway infrastructure. Government support increased through much of the 2000s, due in part to increased spending on infrastructure and renewals in the wake of the Hatfield and Potters Bar accidents. It also reflects investment in new infrastructure such as upgrading the West Coast Main Line, building the High Speed 1 route in the mid-2000s, and spending on Crossrail from 2009/10 onwards.

Chart 7: Passenger revenue and Government support: 1997/98 to 2012/13



Source: Office of Rail Regulation (ORR)

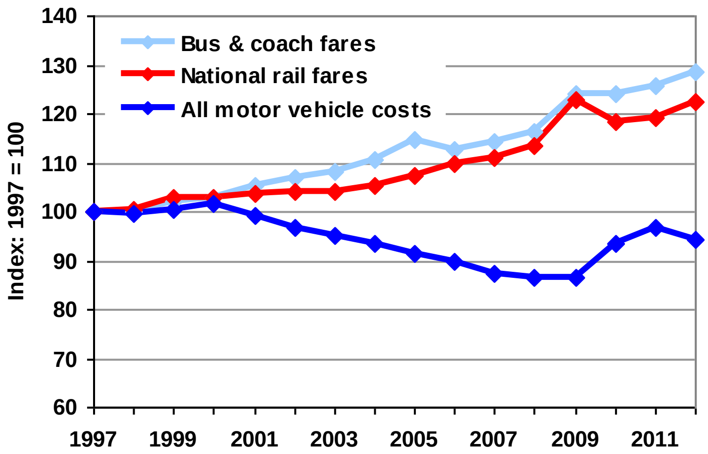
5. Fares

National rail fares increased on average by 89 per cent between 1997 and 2012, which corresponds to a **22 per cent increase in real terms.**

This increase compares to a 6 per cent real terms reduction in motoring costs over this period, while bus and coach fares increased in real terms by 28 per cent.

Regulated fares such as off-peak and season tickets increased on average by 4 per cent in real terms over this period, compared to 31 per cent for unregulated standard class fares.

Chart 8: National rail fares and transport components of Retail Price Index (RPI): 1997 to 2012 (real terms)



Sources: Office of Rail Regulation (ORR);
Retail Price Index, Office for National Statistics (ONS)

6. Safety

Rail has **one of the lowest passenger casualty rates of any mode of transport.** In 2012/13, 4 passengers and 2 railway workers were killed on the rail network, none of them in train accidents. In total there were **293 fatalities on the rail network**, of which 238 (81 per cent) were suicides and 39 (13 per cent) trespassers.

7. Freight

In recent years **between 8 and 9 per cent of freight moved in Great Britain each year has been moved by rail.** Freight traffic is measured in net tonne kilometres (NTKm), so it takes into account both the weight of the goods and the distance they travel. In 2012/13 the amount of freight moved by rail was 21 billion NTKm. **Thirty five per cent of freight moved was coal**, the highest proportion for any commodity. A further 29 per cent of freight moved was domestic intermodal freight, consisting of freight transported in intermodal containers, including goods that have arrived by sea at ports. Two per cent of freight moved was international freight travelling through the Channel Tunnel.

Further Information

The statistics in this factsheet about rail usage, performance, subsidy, revenue, national rail fares and freight are published by the Office of Rail Regulation (ORR) and can be found on the ORR Data Portal:
http://dataportal.orr.gov.uk/

Other statistics used in this factsheet and further information about them can be found at the following links:

National Travel Survey (DfT):
https://www.gov.uk/government/organisations/department-for-transport/series/national-travel-survey-statistics

National Passenger Survey (Passenger Focus):
http://www.passengerfocus.org.uk/research/national-passenger-survey-introduction

Annual Safety Performance Report (Rail Safety and Standards Board):
http://www.rssb.co.uk/spr/reports/pages/default.aspx

Retail Price Index (Office for National Statistics):
http://www.ons.gov.uk/ons/rel/cpi/consumer-price-indices/index.html

Any enquiries relating to the figures in this factsheet or requests for further information on rail statistics can be addressed to the Rail Statistics branch at the Department for Transport:

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