Rail Trends Factsheet, Great Britain 2014/15

Rail Executive

About this factsheet

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

Key Statistics

Rail usage
p1

The number of rail journeys has doubled in the last 20 years.

Performance & Infrastructure
p2

89.7% of trains were 'on time' in 2014/15.

There was 15,760 km of rail route in Great Britain in 2014/15, and a total of 2,552 passenger stations on the rail network.

Passenger Numbers & Crowding
p3

The recent growth in rail travel increased the levels of crowding into major cities in England and Wales in 2014.

Finance & Safety
p4

Government support to the rail industry was £4.8 billion, and franchised train operators generated £8.8 billion of passenger revenue.

There were no passenger or staff fatalities due to train accidents in Great Britain in 2014/15 for the eighth year running.

Rail passenger journeys and kilometres

Passenger journeys on the rail network have more than doubled since rail privatisation, from 735 million in 1994/95, to **1.65 billion journeys in 2014/15.**[1]

Rail passenger journeys

Rail passenger journeys[1]

- 1,155
- 365
- 134

Rail passenger kilometres[1]

- 29.6
- 20.8
- 12.0
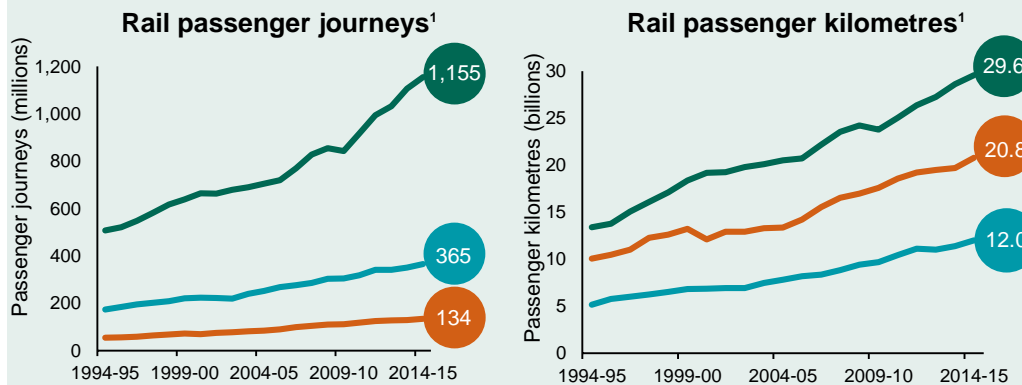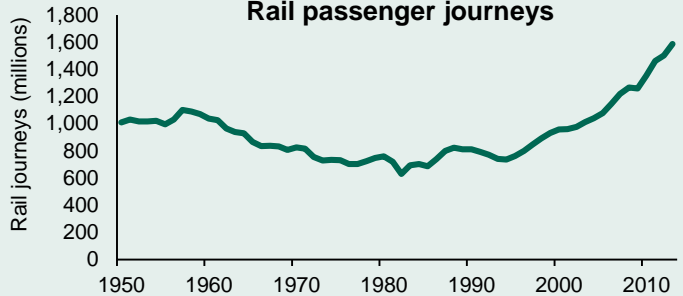
Sector (franchised operators): ■ London & South East ■ Regional ■ Long-distance

TOC rail usage

Number of rail journeys in 2014/15, by TOC (Train Operating Company)[1]

TOC	Journeys
Arriva Trains Wales	31m
c2c	41m
Chiltern	24m
CrossCountry	35m
East Midlands	25m
First Great Western	104m
First TransPennine	29m
Govia Thameslink	124m
Greater Anglia	143m
London Midland	65m
London Overground	140m
Merseyrail	44m
Northern Rail	96m
ScotRail	93m
South West Trains	230m
Southeastern	186m
Southern	189m
Virgin East Coast	21m
Virgin West Coast	35m

Number of journeys (millions)

The number of rail journeys in the United Kingdom was the **second highest** of any country in the European Union in 2014. Germany was the only country to record more with a total of 2.7 billion rail journeys.[2]

Regional rail usage

Number of rail journeys in 2013/14, by region[1]
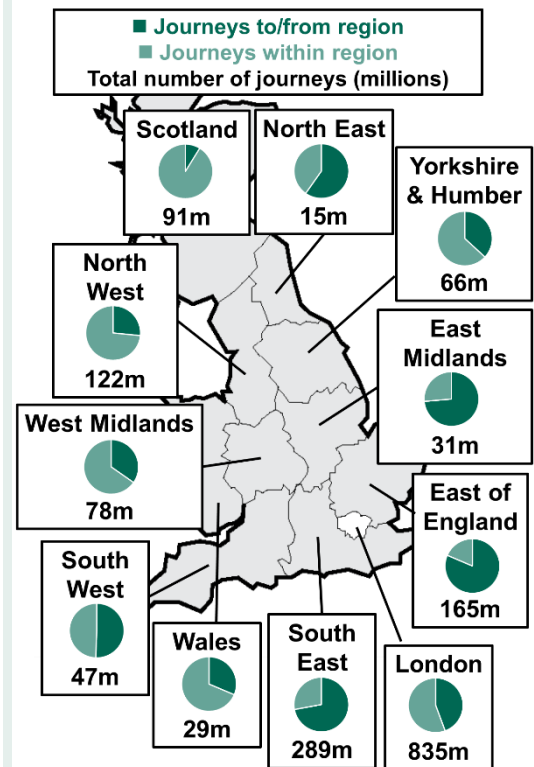
■ Journeys to/from region
■ Journeys within region
Total number of journeys (millions)

- Scotland 91m
- North East 15m
- Yorkshire & Humber 66m
- North West 122m
- East Midlands 31m
- West Midlands 78m
- East of England 165m
- South West 47m
- Wales 29m
- South East 289m
- London 835m

Rail Performance and Rail Infrastructure

Public Performance Measure (PPM)

The Public Performance Measure (PPM)[1] gives the percentage of trains 'on time'. Trains are deemed to be 'on time' if they arrive within 5 minutes of their scheduled destination time, or for long-distance services within 10 minutes.

For 2014/15, 89.7% of trains were 'on time' in Great Britain. The proportion of long-distance trains 'on time' remains lower than regional and London & South East services.

Following restrictions brought in after the Hatfield crash in October 2000, PPM fell sharply across Great Britain, and it took nearly a decade to recover to previous levels. A national regulatory target of 92.5% is set for Network Rail.

Percentage of trains 'on time' by rail sector

Sector (all franchises):
- London & South East
- Regional
- Long-distance
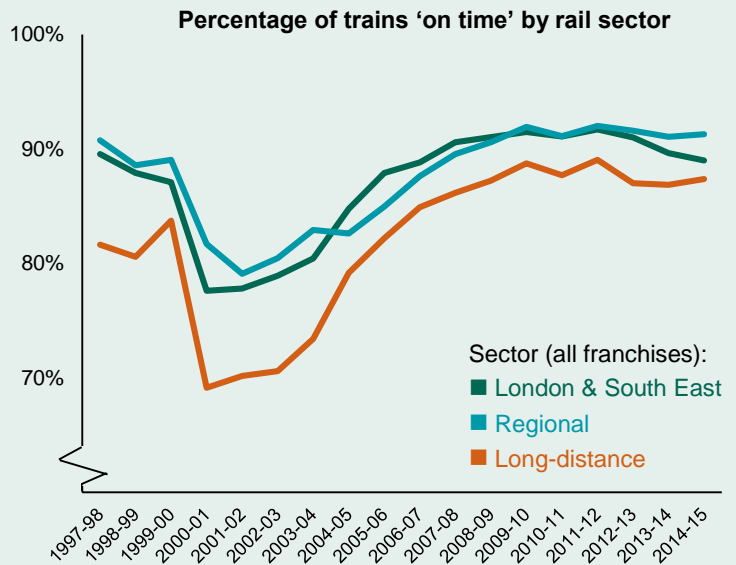
Infrastructure Facts

The length of route open to all traffic in 2014/15 in Great Britain was 15,760 kilometres.[1]

In 2014/15, 33.5% of the route was electrified. This compares to only 22.7% in 1985/86.[1]

There were 2,552 passenger stations in Great Britain in 2014/15.[1]

In 2014/15, carbon emissions per rail passenger kilometre fell by over 21% compared to 2005/06.[1]

The average age of rolling stock in Great Britain at the end of 2014/15 was 20.2 years.[1]

Performance comparisons with railways in the rest of Europe are available for the 2012 calendar year:[3]

For regional services (which includes London & South East services for the United Kingdom), 92% of services were 'on time'. This ranks Great Britain **17th** out of 22 countries in the survey.

92% of long-distance services arrived at their final destination within 15 minutes of their scheduled arrival time. This ranks Great Britain **7th** out of 22 countries in the survey.

Average age of rolling stock
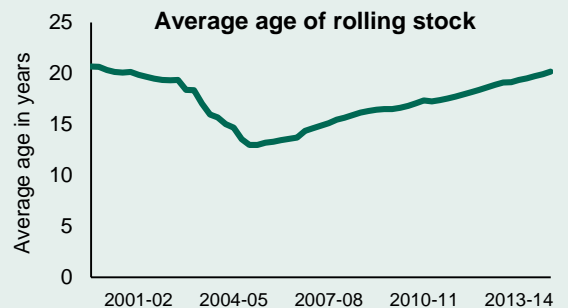
International infrastructure comparison:

The United Kingdom was ranked **16th** for quality of railroad infrastructure out of the 104 countries sampled by the World Economic Forum for 2014/15.[2]

The leading countries in the world are Japan, Switzerland and Hong Kong.

Rail Freight

In recent years, around 8 to 9% of all freight moved in Great Britain was by rail. In 2014/15 the amount of freight moved by rail was 22 billion net tonne kilometres. 29% of the total freight moved by rail in 2014/15 was **coal**, a decrease from 36% in 2013/14.[1]

Sources:
1. Office of Rail and Road (ORR)
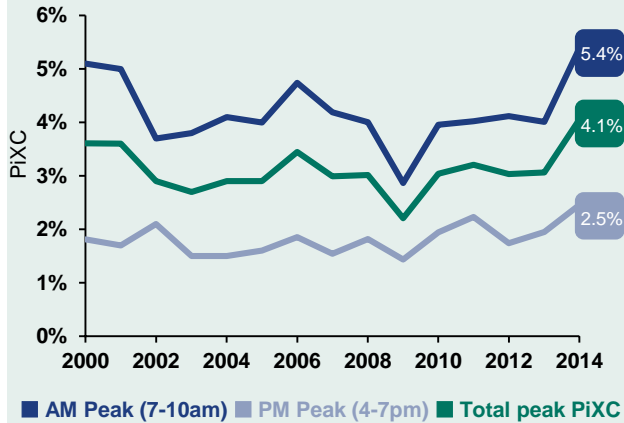2. World Economic Forum: Global Competitiveness Index 2014/15
3. European Commission (2014)
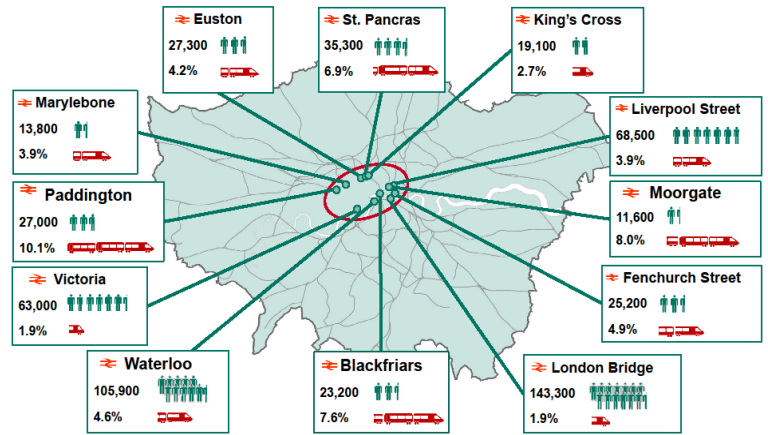
Rail Passenger Numbers and Crowding

Passengers in Excess of Capacity

The PiXC crowding measure in London over both peaks has increased to 4.1% in 2014 from 3.1% in 2013. This shows the direct impact of the recent growth in rail travel.
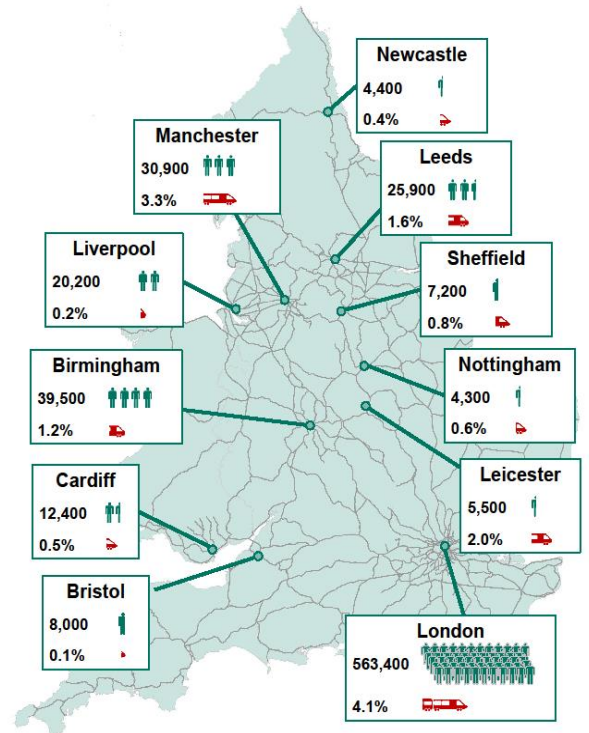
Level of crowding on London & South East rail services[1]

Legend:
- ■ AM Peak (7-10am) — 5.4%
- ■ PM Peak (4-7pm) — 2.5%
- ■ Total peak PiXC — 4.1%

AM peak arrivals and crowding for London terminals[1]

- **Euston** 27,300 — 4.2%
- **St. Pancras** 35,300 — 6.9%
- **King's Cross** 19,100 — 2.7%
- **Marylebone** 13,800 — 3.9%
- **Liverpool Street** 68,500 — 3.9%
- **Paddington** 27,000 — 10.1%
- **Moorgate** 11,600 — 8.0%
- **Victoria** 63,000 — 1.9%
- **Fenchurch Street** 25,200 — 4.9%
- **Waterloo** 105,900 — 4.6%
- **Blackfriars** 23,200 — 7.6%
- **London Bridge** 143,300 — 1.9%

AM peak arrivals and crowding for major cities in England & Wales[1]

- **Newcastle** 4,400 — 0.4%
- **Manchester** 30,900 — 3.3%
- **Leeds** 25,900 — 1.6%
- **Liverpool** 20,200 — 0.2%
- **Sheffield** 7,200 — 0.8%
- **Birmingham** 39,500 — 1.2%
- **Nottingham** 4,300 — 0.6%
- **Cardiff** 12,400 — 0.5%
- **Leicester** 5,500 — 2.0%
- **Bristol** 8,000 — 0.1%
- **London** 563,400 — 4.1%

Station Usage

The 10 stations with the highest number of entries and exits in Great Britain in 2014/15:

Station	Entries & Exits	Change
WATERLOO	99,201,604	⬆1%
VICTORIA	85,337,996	⬆5%
LIVERPOOL STREET	63,631,246	⬆1%
LONDON BRIDGE	49,517,854	⬇12%
CHARING CROSS	42,978,890	⬆7%
EUSTON	42,952,298	⬆2%
PADDINGTON	35,724,684	⬆2%
BIRMINGHAM NEW STREET	35,312,788	⬆2%
KING'S CROSS	31,346,862	⬆5%
STRATFORD	30,974,204	⬆17%

Entries and exits per station for the 2014/15 financial year, with percentage change from 2013/14.[2]

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

Peak PiXC is the percentage of passengers in excess of capacity (PiXC) across the morning **and** evening peaks. A higher PiXC percentage represents a worse crowding level.
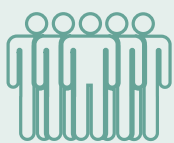
These statistics[1] present information about rail passenger numbers on trains in several major cities in 2014, as well as levels of crowding. They are based on passenger counts carried out by train operators in autumn 2014. 'PiXC' (percentage of passengers in excess of the train's capacity) is a measure of crowding.[1]

Rail Finance and Rail Safety

## Government Support and Passenger Revenue

In 2014/15, Government support to the rail industry was £4.8 billion. This was mostly comprised of the £3.8 billion grant paid to Network Rail, and a £1.1 billion grant for Crossrail. Train operating Companies paid a premium of £0.8 billion.[1]

In 2014/15, franchised train operators received £8.8 billion in revenue from passengers. 31% of this came from off-peak tickets, 28% from anytime/peak tickets, and 24% from season tickets. The remainder came from other ticket types.[1]

Passenger Revenue and Government Support for rail

Franchised Passenger Revenue £8.8bn

Government Rail Support £4.8bn

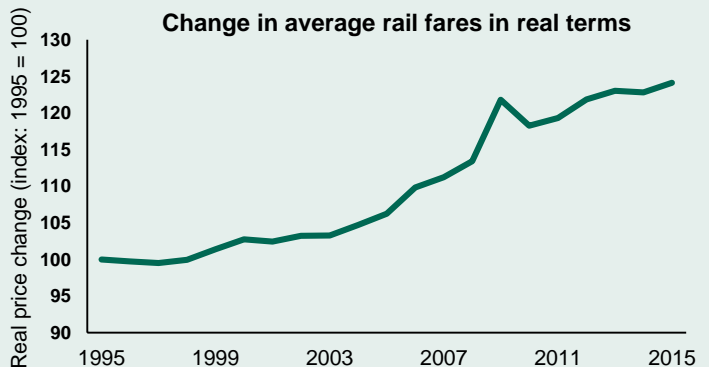£ billions — 2004/05 ... 2009/10 ... 2014/15
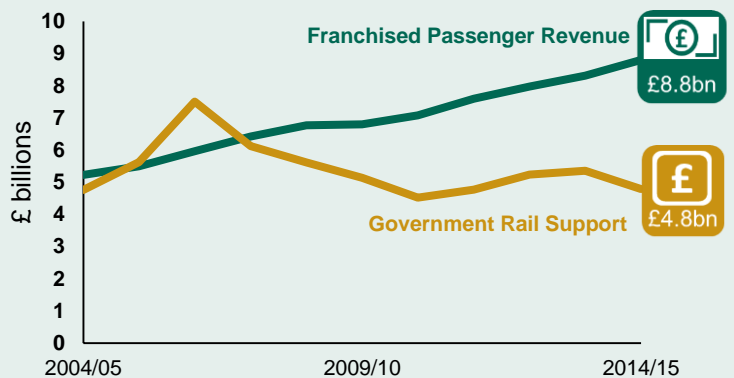
Rail fares

National Rail fares increased in real terms by 24% between 1995 and 2015, which corresponds to a 117% nominal increase.[1]

Regulated fares, such as off-peak and season tickets, increased on average by 7% in real terms between 1995 and 2015. This compares with an increase of 33% for unregulated standard class fares, and 62% for first class fares.[1]

Change in average rail fares in real terms

Real price change (index: 1995 = 100) — 1995 1999 2003 2007 2011 2015

Rail Safety

Rail has one of the lowest passenger casualty rates of any mode of transport. [2]

For the eighth year running there were no passenger or staff fatalities in train accidents in 2014/15. [2]

The number of signals passed at dangers (SPADs) was 298, of which 14 were potentially severe. These figures have remained relatively constant over the past eight years.[2]

Safety statistics for 2014/15[2]

332 Fatalities	558 Major Injuries	13,156 Minor Injuries
3 Passengers	296 Passengers	1,075 Shock / Trauma
3 Staff	175 Staff	
293 Suicides	50 Other Public	937 Suicides attempts
33 Other Public	37 Suicide Attempts	

Rail safety comparisons in Europe:

Between 2010 and 2013 the United Kingdom ranked **second** out of 28 European countries that submit data to the European Railways Agency, in both the average number of accidents, and the average number of fatalities & weighted serious injuries per million train kms. Ireland are the only country ranked above UK.[3]

Sources:
1. Office of Rail and Road (ORR)   2. RSSB   3. European Railways Agency