



















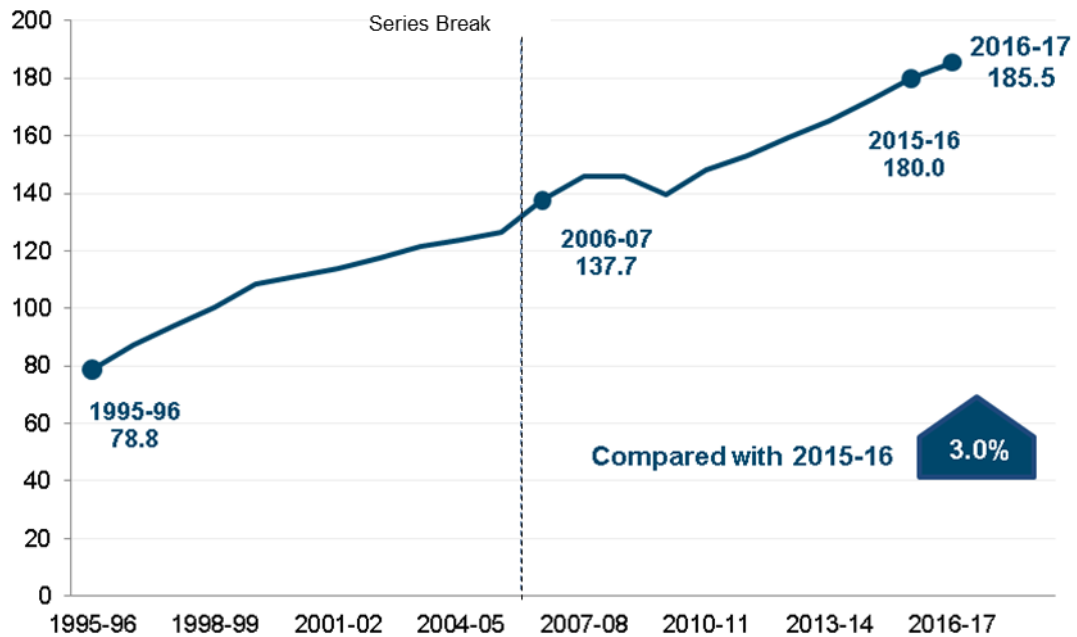






## 2.06 East of England

Figure 2.06: Total Passenger journeys (millions): East of England, 1995-96 to 2016-17



The total number of journeys for the East of England was 185.5 million in 2016-17, an increase of 3.0% compared to the previous year. This is the lowest overall increase in journeys since 2009-10.

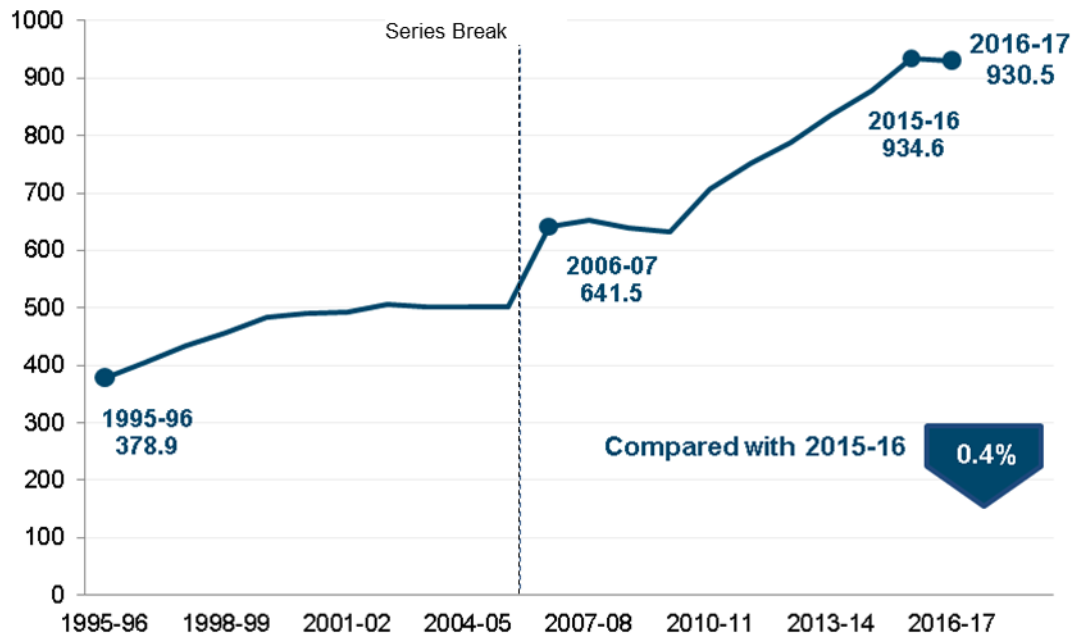
Journeys between the East of England and other regions rose by 2.8% in 2016-17, to 151.5 million. Journeys to/from London, which account for over 90% of all journeys between the East of England and other regions, increased by 3.0% in 2016-17, and are a major contributor to the increase in rail demand. The reduction in season ticket usage in 2016-17 may have had an impact on the number of passenger journeys between the London and the East of England.

Journeys within the East of England rose by 3.9% in 2016-17, to 34.0 million. Journeys starting or ending in Essex, which accounts for 39% of journeys within the East of England, increased by 4.6% in 2016-17.



## 2.07 London

Figure 2.07: Total Passenger journeys (millions): London, 1995-96 to 2016-17



The total number of journeys for London was 930.5 million in 2016-17, a decrease of 0.4% compared to the previous year. This is the first decrease in overall journeys for London since 2009-10, which was possible as a result of the economic downturn.

The sharp rise in 2006-07 was the result of an improvement in the methodology as estimates of travel using Transport for London (TfL) sold travelcards were included in the dataset for the first time.

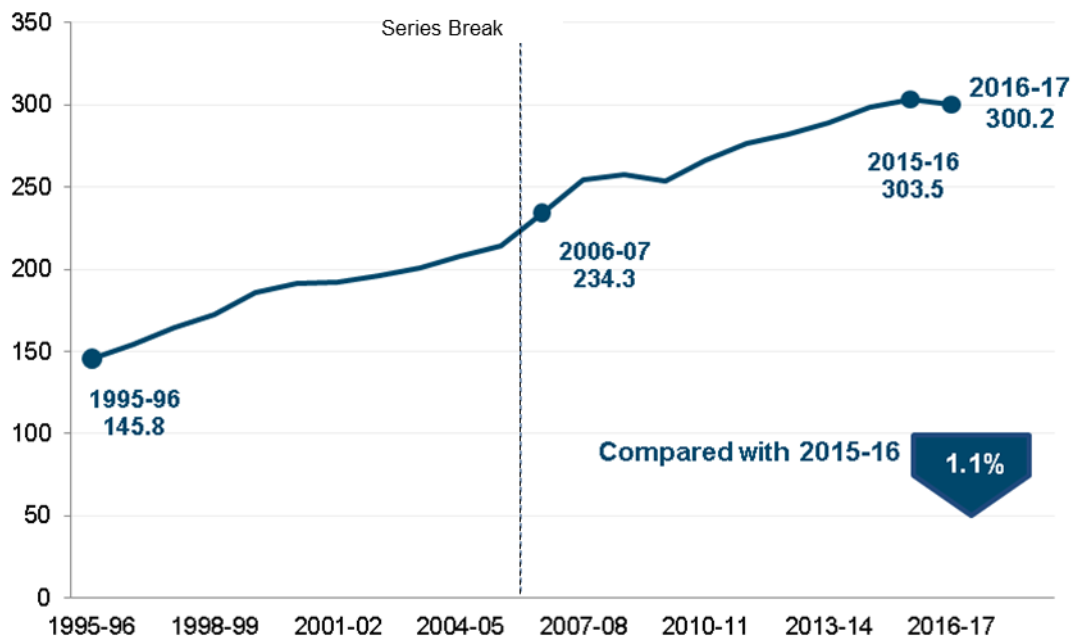
Journeys between London and other regions rose by 1.8% in 2016-17, to 404.4 million. The largest growth rate for journeys to/from London was for Scotland, which increased by 7.5%. Journeys to/from the South East, which accounted for 50% of total journeys, grew by 0.4% and journeys to/from East of England, which accounted for 35% of total journeys, grew by 3.0%.

Journeys within London fell by 2.1% in 2016-17, to 526.1 million. The largest contribution to this change was from Inner London – West (which includes Victoria station), which accounts for 24% of all journeys in London, and had a decrease in journeys of 4.7% in 2016-17.



## 2.08 South East

Figure 2.08: Total Passenger journeys (millions): South East, 1995-96 to 2016-17



The total number of journeys for the South East was 300.2 million in 2016-17, a decrease of 1.1% compared to the previous year. This is the first decrease in passenger journeys since 2009-10.

Journeys between the South East and other regions rose by 0.5% in 2016-17, to 220.8 million. Journeys to/from London, which accounted for over 90% of all journeys between the South East and other regions, increased by 0.4%. This is the lowest growth in journeys between London and the South East since 2009-10. The reduction in season ticket usage in 2016-17, and the decrease in passenger journeys on GTR (Govia Thameslink Railway) may have had an impact on the number of passenger journeys between the London and the South East.

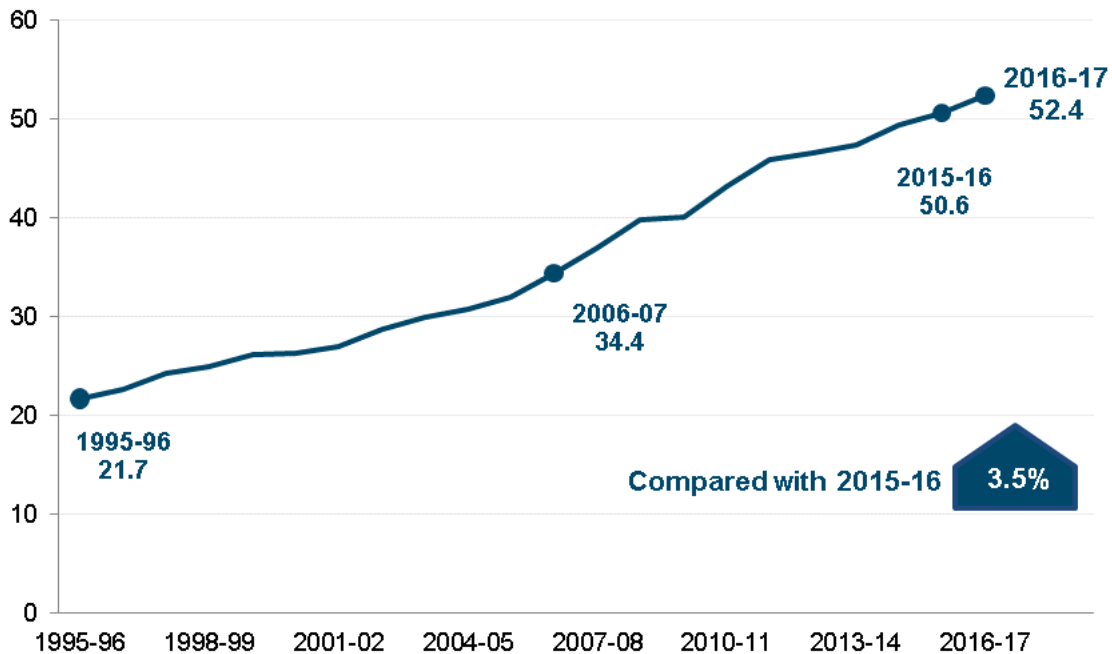
Journeys to/from the South East with an origin/destination in Surrey and East and West Sussex had a decrease of 2.2% in 2016-17. This was cancelled out by increases in journeys to/from Kent, up 3.9%, and Berkshire and Buckinghamshire and Oxfordshire, up 2.6%.

Journeys within the South East fell by 5.3% in 2016-17, to 79.5 million. Surrey and East and West Sussex (which includes Brighton), which accounted for 41% of journeys within the South East, had a decrease in journeys of 11.4% in 2016-17.



## 2.09 South West

Figure 2.09: Total Passenger journeys (millions): South West, 1995-96 to 2016-17



The total number of journeys for the South West was 52.4 million in 2016-17, an increase of 3.5% compared to the previous year. The total number of journeys for the South West has increased every year since 1995-96.

Journeys between the South West and other regions rose by 2.1% in 2016-17, to 25.8 million. Journeys to/from London, which accounted for 47% of all journeys between the South West and other regions, increased by 4.1%.

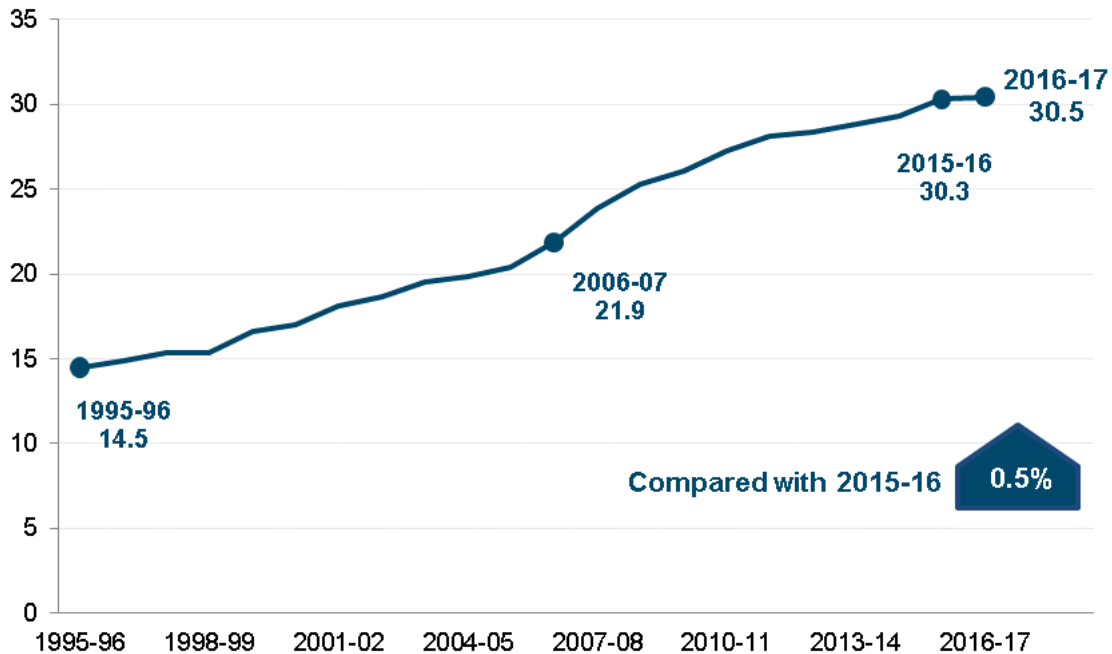
However, there was a decrease of 7.2% in journeys to/from Wales, which may be accounted for by the Rugby World Cup in 2015 which had several matches hosted in Wales, and this decrease is a return to the usual journey numbers.

Journeys within the South West region rose by 5.0% in 2016-17, to 26.6 million. Journeys with an origin and/or destination within Gloucestershire, Wiltshire and the Bath/Bristol area, which accounted for 52% of journeys within the South West, increased by 6.4%.



## 2.10 Wales

Figure 2.10: Total Passenger journeys (millions): Wales, 1995-96 to 2016-17



The total number of journeys for Wales was 30.5 million in 2016-17, an increase of 0.5% compared to the previous year. This is the lowest year-on-year growth since 1998-99. The total number of journeys for Wales has increased every year since 1995-96.

Journeys between Wales and other regions fell by 3.9% in 2016-17, to 9.2 million. This is the largest fall in journeys to/from Wales since the time series began in 1995-96, with journeys to/from East Wales (which includes Cardiff) falling by 5.3%.

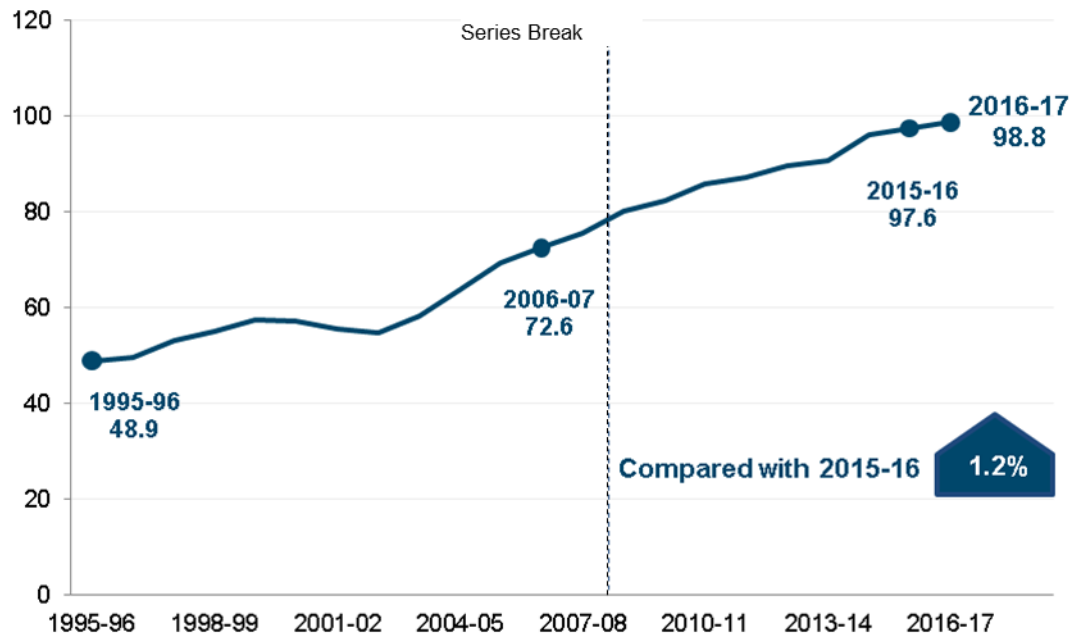
Journeys to/from London and the South West fell by 6.0% and 7.2% respectively. This may in part be due to the Rugby World Cup in 2015 which had several matches hosted in Wales, and this decrease is a return to the trend seen before 2015-16.

Journeys within Wales rose by 2.5% in 2016-17, to 21.2 million. Journeys with an origin/destination in East Wales (which includes Cardiff), which accounted for 57% of the journeys within Wales, increased by 3.1%.



## 2.11 Scotland

Figure 2.11: Total Passenger journeys (millions): Scotland, 1995-96 to 2016-17



The total number of journeys for Scotland was 98.8 million in 2016-17, an increase of 1.2% compared to the previous year.

Journeys between Scotland and other regions rose by 7.6% in 2016-17, to 9.0 million. This was a return to growth after the 3.0% decrease in the number of journeys in 2015-16.

Journeys between Scotland and the North West, which rose by 14.2%, accounted for 51% of the increase.

Cross-border services to/from Eastern Scotland (which includes Edinburgh) and South Western Scotland (which includes Glasgow), which account for 96% of journeys to/from Scotland, increased by 7.8% and 10.0% respectively in 2016-17.

Journeys within Scotland rose by 0.6% in 2016-17, to 89.7 million. Journeys starting or ending in North Eastern Scotland (which includes Aberdeen) fell for the second consecutive year, down 11.7%. This was offset by journeys starting or ending in South Western Scotland (which includes Glasgow), which accounted for 69% of journeys within Scotland, and increased by 1.2%



# Annex 1 – List of data tables available on the ORR data portal

All data tables can be accessed on the [ORR data portal](#) free of charge and can be downloaded in Excel format. We can also provide data in csv and ods format on request.

All tables associated with this release can be found under Data Tables on the [Regional rail usage page](#).

## Passenger journeys in Great Britain

- Regional rail journeys - GB and England, Scotland and Wales, 1995-96 and 2017-18 – Table 15.3
- Regional rail journeys - Passenger journeys by GB Regions, 2018-19 – Table 15.13

## Regional rail usage profiles

Each of the tables below provides a time series from 1995-96 to 2017-18 of total rail journeys to/from and within each region or country, including a breakdown by sub-region.

- Regional rail journeys - East Midlands – Table 15.1
- Regional rail journeys - East of England – Table 15.2
- Regional rail journeys - London – Table 15.4
- Regional rail journeys - North East – Table 15.5
- Regional rail journeys - North West – Table 15.6
- Regional rail journeys - Scotland – Table 15.7
- Regional rail journeys - South East – Table 15.8
- Regional rail journeys - South West – Table 15.9
- Regional rail journeys - Wales – Table 15.10
- Regional rail journeys - West Midlands – Table 15.11
- Regional rail journeys - Yorkshire and the Humber – Table 15.12

**Revisions:** There have been no revisions to the previously published dataset. Further details on historic revisions to the data set can be found on the [Revisions log](#).

## Annex 2

### Statistical Releases

This publication is part of ORR's [National Statistics](#) accredited releases, which consist of:

#### Annual

- Rail Finance
- Rail Fares Index
- Rail Safety Statistics
- Rail Infrastructure and Assets
- Rail Emissions
- Regional Rail Usage
- *Estimates of Station Usage (not National Statistics)*

#### Quarterly

- Passenger Rail Performance
- Freight Rail Usage and Performance
- 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 data portal.

The Department for Transport (DfT) also publishes a range of rail statistics which can be found at [DfT Rail Statistics](#). For example, Rail passenger numbers and overcrowding on weekdays in major cities.

## 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 - Office for Statistics Regulation (OSR). The OSR 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 OSR 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 information on how we adhere to the Code please see the [UKSA Code of Practice](#) page on the ORR data portal.

For more details, please contact the Statistics Head of Profession Lyndsey Melbourne at [rail.stats@orr.gov.uk](mailto:rail.stats@orr.gov.uk).

## Annex 3 – Methodology and limitations

### Methodology

As Britain does not have a fully gated rail network, ORR commissions Steer Davies Gleave (SDG) to produce the annual Origin Destination Matrix (ODM), a comprehensive matrix of rail flows throughout Great Britain. It is based upon the MOIRA2 rail planning tool which itself is derived from LENNON, the rail industry's ticketing and revenue system. In addition, ODM is further augmented by a range of other data sources to provide a more complete representation of travel on the national rail network. These consist of:

- Journeys with non-geographical destinations, e.g. zonal products, Rovers;
- Tickets sold at some non-National Rail outlets, e.g. newsagents; and
- Train Operating Company (TOC) tickets on airport flows, and tickets for TOCs.

A passenger journey presented in this Regional Rail Usage statistical release is based on the origin and destination stations named on the ticket. For example, a journey from Cardiff to Oxford, which may involve two trains (one from Cardiff to Didcot and another from Didcot to Oxford), would be classed as one journey despite the need to change trains. This differs from the definition used in the [Passenger Rail Usage statistical release](#), which would class the above example as two journeys, taking into account the number of legs of a journey. This release therefore produces slightly lower estimates than the total journeys published each quarter in the Passenger Rail Usage statistical release. Please see [passenger journeys in Great Britain](#) which explains the differences in more detail.

### London Stations Methodology Change

A significant change was made to the way that usage at London stations had been estimated in 2015-16.

Oyster data from TfL has been used to give a more accurate distribution of usage across stations.

This does not affect the journeys flows between London and other regions or within London. However, at a sub-regional level within London direct comparisons between 2015-16 and 2014-15 are not valid.

### Limitations

The ODM data is derived from the rail industry's ticketing and revenue database (LENNON). However, it is not possible to derive all passenger journeys from ticket sales data. As some train operators, primarily Eurostar and Heathrow Express, are not included

in rail industry ticketing systems travel using these operators' tickets are not included in the ODM data. The [Quality Report](#) details the limitations associated with the ODM data.

A number of improvements to the methodology have been implemented over recent years. These changes should be taken into account when considering year on year changes in journeys for some regions as it may not reflect an actual change in demand. These improvements, and the reasons for them, are detailed in the [Quality Report](#).

## Estimates of Station Usage

ORR also publishes estimates of station usage for all stations in Great Britain. The latest 2017-18 estimates are available on the [ORR data portal](#).

## Regional rail usage profiles

Regional rail usage profiles present the number of rail passenger journeys made on the network between each region of Great Britain and within each region. This is broken down by sub-regions.

The sub-regions used in all the 11 regional tables have been updated to the 2015 NUTS2 boundary definitions as was previously done in the 2015-16 estimates of station usage dataset. For further information on the local authority boundaries as they existed prior to the 2009 reorganisation, please refer to the [ONS Website](#).

For London, details on which London boroughs are mapped to each sub-region are included in the [Quality Report](#).



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