



Regional Rail Usage (Passenger Journeys) 2014-15 Annual Statistical Release

Publication date: 9.30am 28 January 2016 (Updated commentary 12.30pm 28 January)

Background

This release contains information on regional passenger journeys by rail in Great Britain during the period 1995-96 to 2014-15 with the latest data referring to 1 April 2014 to 31 March 2015.

The journeys presented are based on the origin and destination named on a ticket and do not take into account any changes of train. It therefore produces slightly lower estimates than the total journeys published each quarter in the [Passenger Rail Usage](#) statistical release.

The Origin Destination Matrix (ODM) is the source of data for this release. This is mainly derived from the rail industry's ticketing and revenue database, LENNON, supplemented with other industry data for some regions.

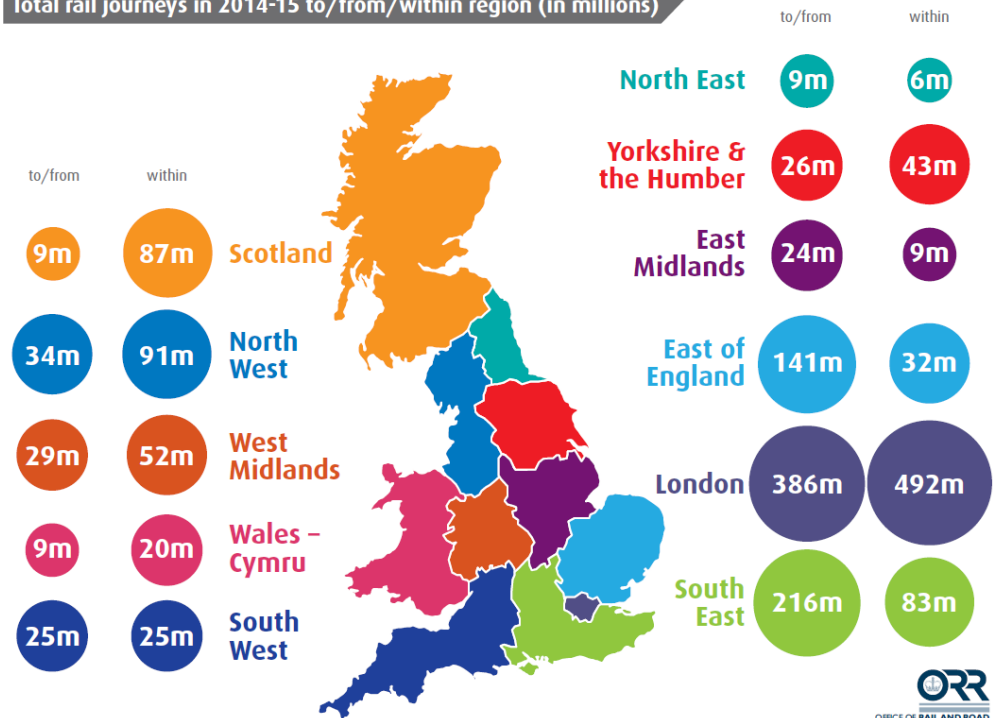
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Total rail journeys in 2014-15 to/from/within region (in millions)



- The number of **rail passenger journeys** in Great Britain has more than doubled between 1995-96 and 2014-15.
- All **regions** saw an annual increase in **journeys to/from** other regions. The overall increase in journeys between regions was 4.3%. The high percentage growth to/from Scotland of 8.7% was partly due to the Commonwealth Games held in Glasgow in July and August 2014. The warmer weather conditions in 2014 increased travel to coastal areas.
- **Journeys within** regions increased on average by 4.6%. London continued to rise, with a 6.0% increase from the previous year. In particular, there were increases of more than 10% in both East and North London. Journeys within the East Midlands region increased by 8.2% compared to 2013-14, with more demand resulting from the improvement of Nottingham station in 2014.

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1. Great Britain passenger journeys

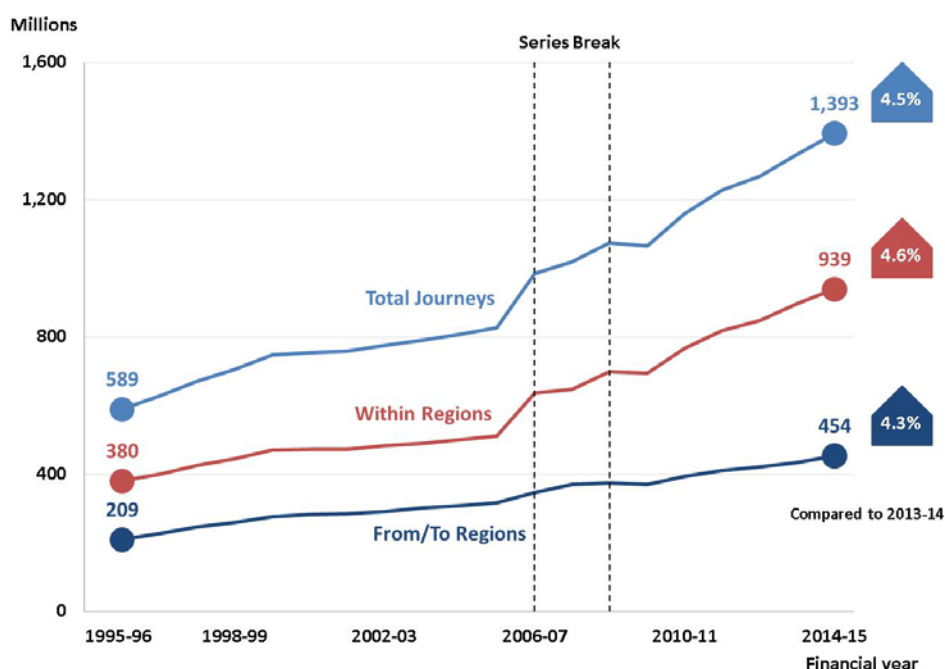


The number of journeys presented in Regional Rail Usage are based on the origin and destination named on the ticket. For example, a journey from Cardiff to Oxford, which may involve two trains (one from Cardiff to Didcot and another from Didcot to Oxford) is treated as one journey whereas in the [Passenger Rail Usage release](#), it is treated as two journeys, accounting for the two services used. Therefore at a national level the estimates of passenger journeys are slightly different.

1.1 Great Britain passenger journeys 2014-15 results

Great Britain regional passenger journeys – chart ([Table 15.3](#))

Passenger journeys (millions) to/from and within regions 1995-96 to 2014-15



- The number of passenger rail journeys has more than doubled between 1995-96 and 2014-15. It has increased every year with the exception of 2009-10 which saw a small dip, coinciding with the economic downturn. The largest growth was in 2006-07 though this was driven by an improvement to the methodology which saw estimates of travel on TfL sold travelcards included in the dataset for the first time. This impacted on the number of journeys within London and between London, East of England and the South East. Another series break is in 2008-09 which is also due to an improvement to the methodology. This affected PTE areas of Great Britain.

- Compared to 2013-14, the number of journeys in 2014-15 has increased by 4.5%, of which 0.1% is attributed to methodological improvements to the data. All regions saw an increase in journeys to/from that region with an overall increase of 4.3%. The high percentage growth in journeys made to and from Scotland of 8.7% was partly due to the Commonwealth Games held in Glasgow in July and August 2014. Also, the warmer summer and mild autumn in 2014 may have driven an increase in journeys made to coastal areas. The West Midlands journeys to/from London and to/from North West regions grew by 6.8% and 6.5% respectively.
- Journeys made within regions increased in all but one region. The decrease in the North East is attributed to improvements in the 2014-15 methodology used to estimate travel in the Tyne & Wear PTE area. Journeys within London continued to increase with a 6.0% rise since 2013-14. Journeys within the East Midlands increased by 8.2% compared to 2013-14 which is partly due to the remodeling and improvement of Nottingham station in 2014. The number of journeys within Scotland rose by 5.7% since 2013-14 which is again attributed to the Commonwealth games.¹²

The **Origin Destination**

Matrix (ODM) is the source of journey¹ data for this release. This is mainly derived from the rail industry's ticketing and revenue database, LENNON, but there are additional estimates of rail journeys made on TfL sold travelcards, airport flows and in Passenger Transport Executive (PTE)² areas. For a brief overview of the limitations of the data please see [Annex 1](#).

For more detail on data sources, the methodology used to calculate the statistics within this release please view the [Quality Report](#) and the [ODM technical report](#).

¹ A journey is based on travel from an origin station to a destination station. Regional passenger journeys are calculated based on the origin and destination named on a ticket and does not take into account any changes of train.

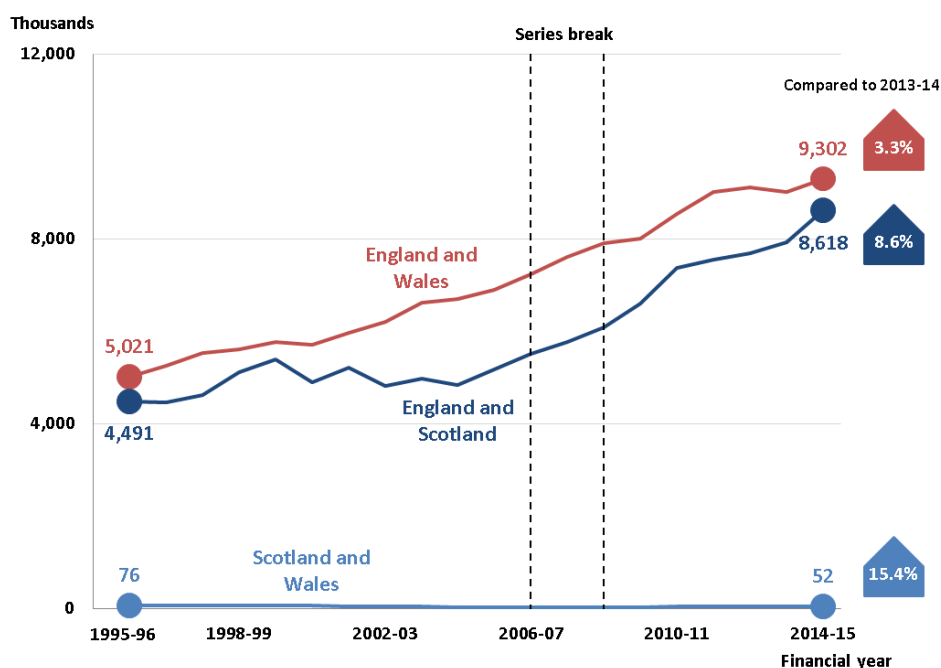
² Passenger Transport Executives (PTEs) are local government bodies which are responsible for public transport within large urban areas. There are five PTEs in England, for each of the metropolitan counties (Merseyside, South Yorkshire, Tyne and Wear, West Midlands and West Yorkshire) with the former Greater Manchester Passenger Transport Executive being replaced by Transport for Greater Manchester from April 2011. In Scotland the Strathclyde Partnership for Transport is the equivalent body covering the region of Strathclyde. For convenience in this release we refer to all these areas as PTEs.



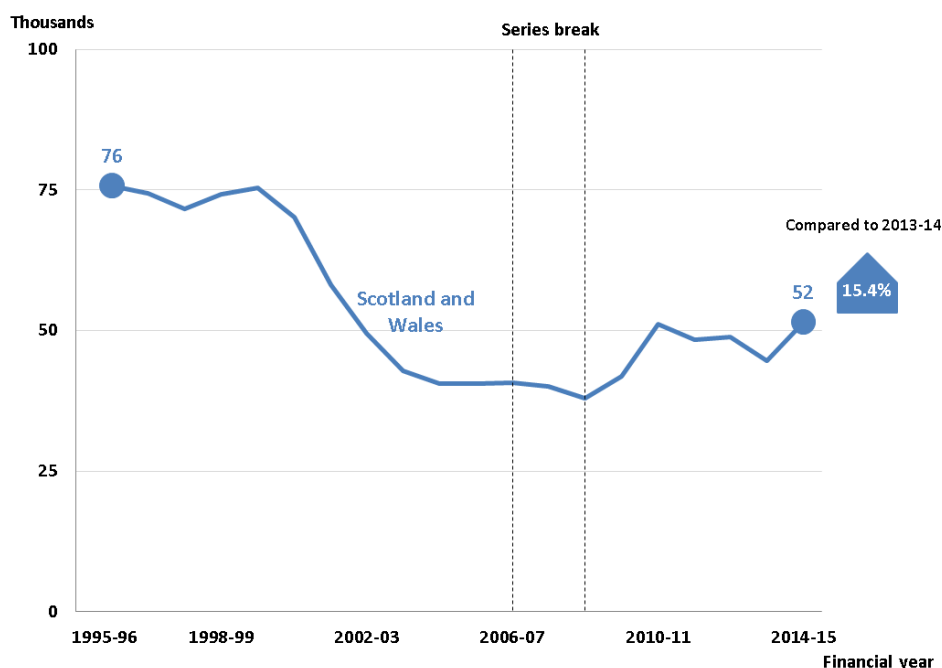
1.2 England, Scotland and Wales passenger journeys 2014-15 results

England, Scotland and Wales passenger journeys – chart ([Table 15.3](#))
 Passenger journeys (000s) between England, Scotland and Wales
 1995-96 to 2014-15

■ The number of rail journeys between England and Wales increased by 3.3% to 9.3 million. Journeys between the South West and Wales went up by 5.6% which could be attributable to the warmer summer in 2014. The re-opening of the Cambrian lines can partly explain the increase of 4.8% in journeys from/to Wales and West Midlands.



■ The number of journeys between England and Scotland has risen every year since 2004-05 and showed steep growth of 8.6% in 2014-15 due to the Commonwealth Games in Glasgow held in summer 2014. This included an increase between Scotland and the West Midlands of 23.4%.



■ The trend in journeys between Scotland and Wales has been erratic since 2010-11. After falling by 8.7% between 2012-13 and 2013-14, it has increased by 15.4% in 2014-15, likely as a result of the Commonwealth Games.

2. Regional rail usage profiles



Regional rail usage profiles present the number of rail passenger journeys made on the network between each region/country of Great Britain and within each region/country. A breakdown by District/Unitary Authority/County is also available.

There is a set of [regional infographics](#) which accompany this statistical release showing the total number of journeys for each region in Great Britain for 2014-15, alongside a comparison with the previous year.

- London had the highest number of total journeys, 878 million in 2014-15, of which 386 million journeys were to/from other regions and 492 million were within London. The North East had the lowest number of total journeys, 15 million, of which 9 million journeys were to/from other regions and 6 million were within North East.
- Scotland had the largest annual growth rate of 6.0% and reached a total number of journeys of 96.1 million in 2014-15.
- In 2014-15 there were four regions whose total number of rail journeys to/from other regions was greater than the journeys within that region – North East, East Midlands, East of England and the South East. The two regions which showed the largest difference between to/from and within were the South East (216 million and 83 million respectively) and East of England (141 million and 32 million respectively).
- There were six regions whose total number of journeys to/from other regions was less than the journeys within that region. This included Scotland who recorded 9 million to/from other regions, but 87 million journeys within Scotland in 2014-15.
- The South West had the same number of journeys (25 million) for both to/from other regions and within the region.



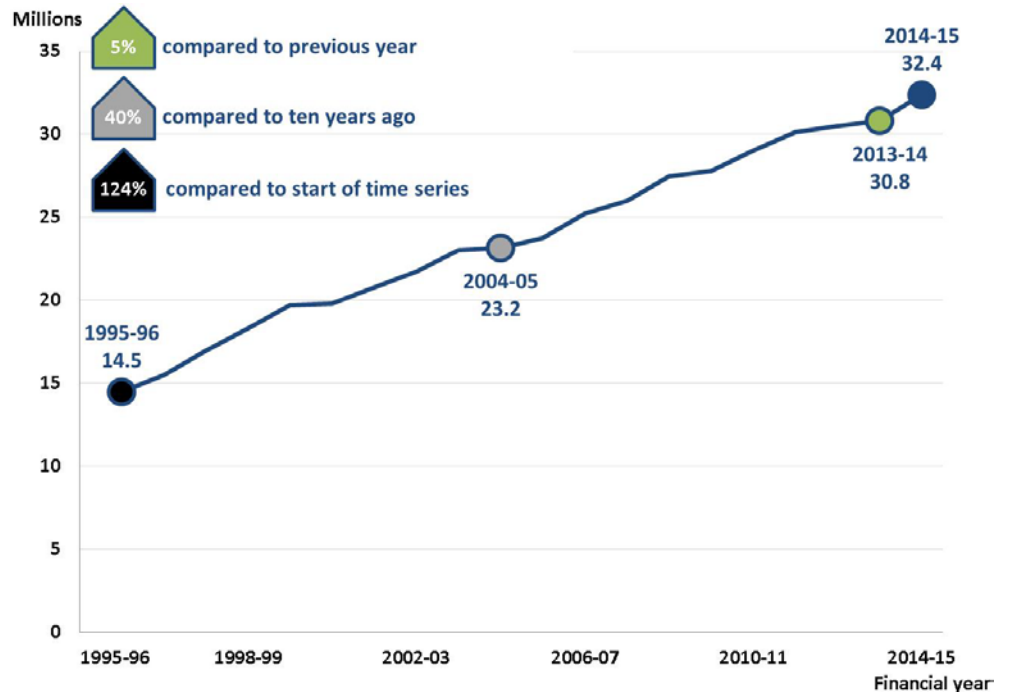
2.1 East Midlands passenger journeys

East Midlands passenger journeys – chart ([Table 15.1](#))

Passenger journeys (millions) to/from and within the East Midlands
1995-96 to 2014-15

■ The total number of journeys for the East Midlands has consistently increased since 1995-96 and reached 32.4 million in 2014-15.

■ Total journeys for the East Midlands increased by 5.1% since 2013-14. This is the highest annual growth in total journeys since 2008-09.



- The number of journeys between the East Midlands and other regions increased by 4.0% over the period 2013-14 and 2014-15. All the regions showed an increase and the highest contributor was journeys to/from the South East with an increase of 7.2%, which may be attributable to the warmer summer and people travelling to coastal areas.
- Journeys within the East Midlands increased by 8.2% compared to 2013-14 with the largest increases for Nottingham (15.5%) and Nottinghamshire (11.4%) which is partly due to the remodeling and improvement of Nottingham station in 2014.

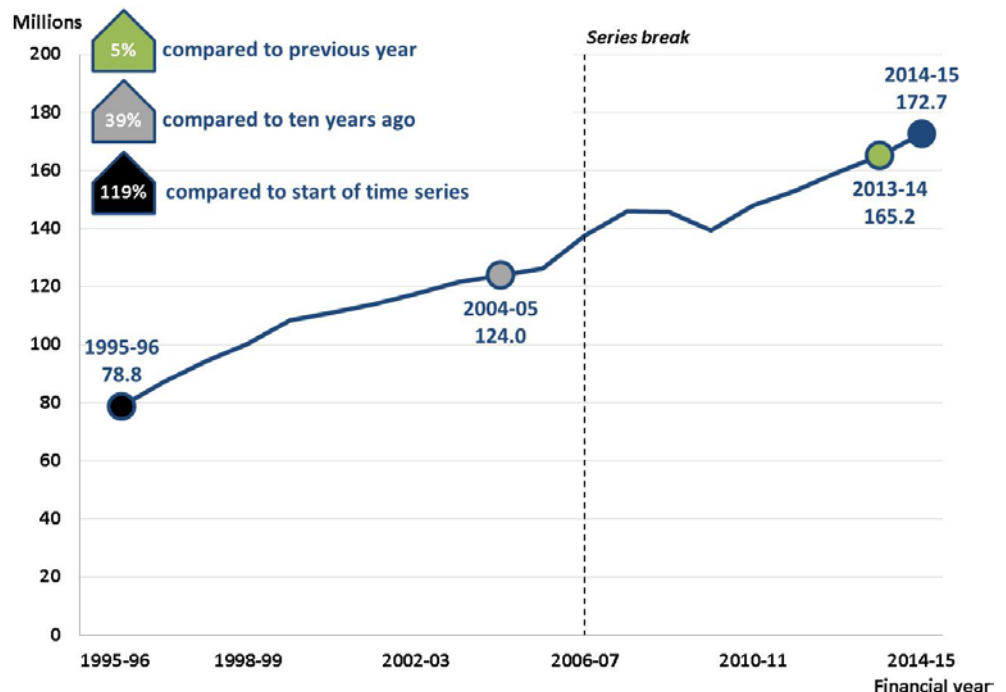


2.2 East of England passenger journeys

East of England passenger journeys – chart ([Table 15.2](#))

Passenger journeys (millions) to/from and within the East of England
1995-96 to 2014-15

- There were 172.7 million journeys for the East of England in 2014-15, an increase of 4.5% since the previous year. The number of journeys for the East of England has increased every year since 1995-96 except in 2008-09 and 2009-10 which, as a key commuter route, likely to be due to the economic downturn.



- Journeys between the East of England and other regions rose by 4.9% with journey numbers increasing by 8.4% to/from the North West and 4.9% to/from London. Journeys to/from London account for over 90% of all journeys between the East of England and other regions.
- Districts/unitary authorities/counties which showed a high increase in demand between the East of England and other regions in 2014-15 were Thurrock (8.5%), Essex (7.8%) and Bedfordshire (7.3%). There were increases for all areas in the East of England, with the exception of Southend-on-Sea, which fell by 13.0%. However this was due a methodological change to improve distribution of branch line season tickets. For more details, please see the [Station usage 2014-15 methodological report](#).
- Journeys within the East of England rose by 2.8% with increased demand for trains servicing Cambridgeshire (7.4%) and Bedfordshire (5.9%). Cambridgeshire has seen a period of sustained growth with increases in each of the last five years all in excess of 4.5%.

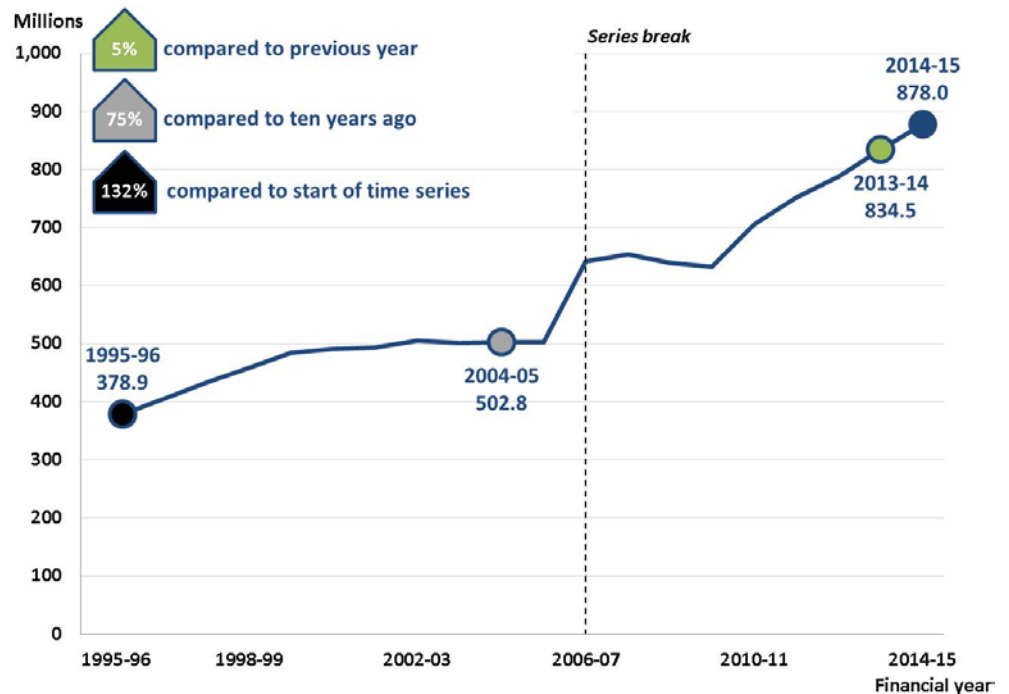


4.3 London passenger journeys

London passenger journeys – chart ([Table 15.4](#))

Passenger journeys (millions) to/from and within London 1995-96 to 2014-15

- The total number of journeys for London was 878.0 million in 2014-15, up 5.2% on the previous year. It has more than doubled since 1995-96. The sharp rise in 2006-07 was the result of an improvement in the methodology as estimates of travel on TfL sold travelcards were included in the dataset for the first time. The figures



plateaued before falling in 2008-09 and 2009-10, possibly as a result of the recession. Since 2009-10, the number of journeys has increased by 38.9%.

- The number of journeys to/from London increased by 4.2% between 2013-14 and 2014-15. The largest growth rate for journeys to/from London was for Scotland which increased by 7.4% and is partly attributed to the Commonwealth Games in Glasgow held in summer 2014. There was also increased demand to/from the West Midlands (6.8%) and the North West (6.5%). This may be due to competitive service provision on that route with three operators running trains between London and Birmingham.
- The number of journeys within London increased by 6.0% compared to 2013-14, showing the growth in demand, especially for East and North London which have both seen increases of more than 10%. West London has had six years of growth with increases in each year in excess of 8%, which can be traced back to the opening of the Westfield shopping centre in Shepherd's Bush and new stations at Shepherd's Bush and Imperial Wharf.

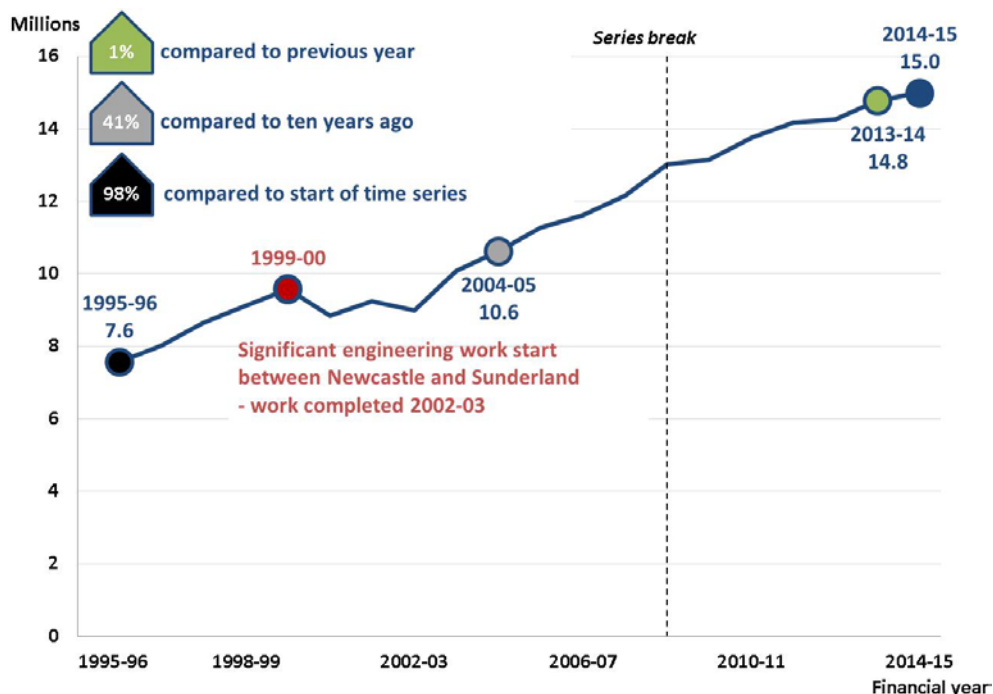


4.4 North East passenger journeys

North East passenger journeys – chart ([Table 15.5](#))

Passenger journeys (millions) to/from and within the North East
1995-96 to 2014-15

- Passenger journeys for the North East fell between 1999-00 and 2002-03 which was driven by a 15.9% fall in journeys within the region over that period. The fall in demand was largely due to significant engineering work between Newcastle and Sunderland as the line was upgraded for the Tyne & Wear Metro extension to



Sunderland, completed in 2002-03. The total number of journeys for the North East has increased steadily since 2002-03 and reached 15.0 million in 2014-15. Improvements in the methodology used to estimate travel in the Tyne & Wear PTE area have been applied in 2014-15 so annual changes in journey numbers should be treated with caution. For more details please see the [ODM technical report](#).

- The number of journeys in 2014-15 between the North East and other regions rose by 5.2% overall, with high growth of 8.8% to/from the South West and 7.6% to/from the North West.
- The number of journeys within the North East has decreased but this is mainly a result of the methodological change in the 2014-15 data. Tyne & Wear is the origin or destination point for almost 40% of journeys as it covers the two largest cities, Newcastle and Sunderland, whose stations have seen a fall in station usage impacted by the new methodology. There has been a high annual growth rate of 7.5% for Hartlepool since 2013-14.

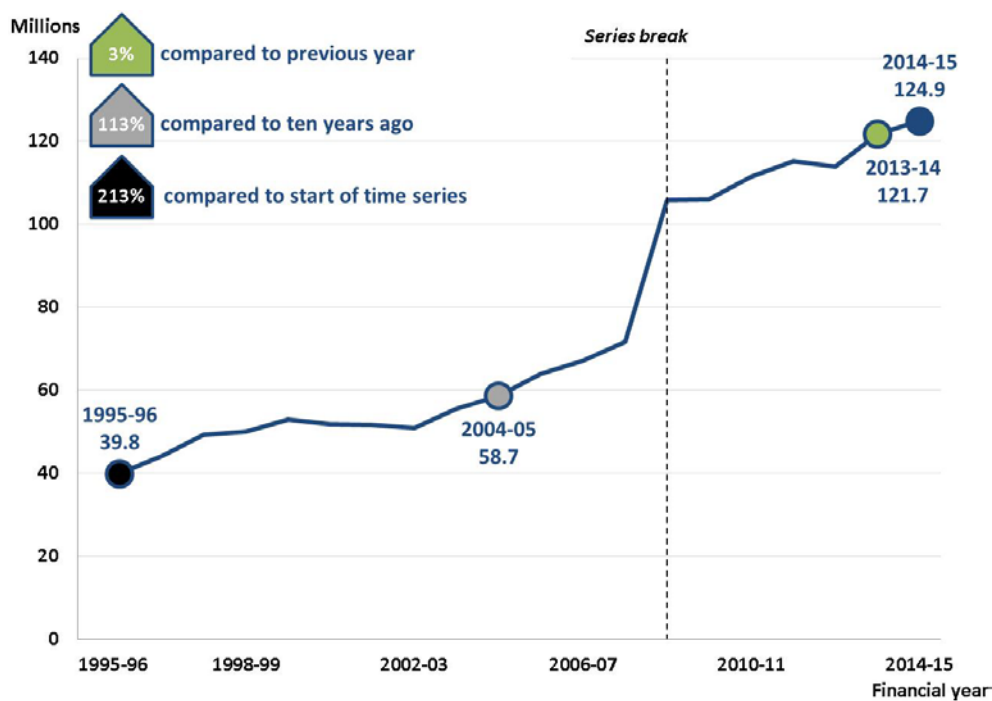


4.5 North West passenger journeys

North West passenger journeys – chart ([Table 15.6](#))

Passenger journeys (millions) to/from and within the North West
1995-96 to 2014-15

- The total number of journeys for the North West increased since 1995-96 before falling in three successive years between 2000-01 and 2002-03. It then rose gradually before the inclusion of new estimates for rail travel in PTE areas in 2008-09, which resulted in a sharp increase. These new estimates impacted on both Merseyside and



Greater Manchester journey numbers. Total journeys in the North West dropped slightly in 2012-13 before increasing to 124.9 million journeys in 2014-15 with a growth of 2.6% compared to 2013-14.

- There was an increase of 6.2% for journeys to/from the North West compared to 2013-14, which was the second highest increase for journeys to/from another region in 2014-15. This was mainly due to the growth in demand to/from Scotland (13.3%), East of England (8.4%) and the South East (8.1%). The primary flows, London and the cross-Pennine route to/from Yorkshire and the Humber, also increased by 6.5% and 6.0% respectively.
- The majority of journeys between the North West and other regions start or end in Greater Manchester. Journeys between Greater Manchester and other regions increased for the tenth year in succession, rising 4.5% in 2014-15. Journeys to/from Blackpool increased considerably by 16.0% since last year which may be attributed to a new direct service between Blackpool and London which was introduced in December 2014.
- The number of journeys within the North West increased by 1.3% since 2013-14. Merseyside and Greater Manchester which have almost half of the population of the North West covered 80% of the journeys within the North West in 2014-15. The 2.9% increase in journeys for Merseyside was offset by the 2.4% decrease in Greater Manchester.

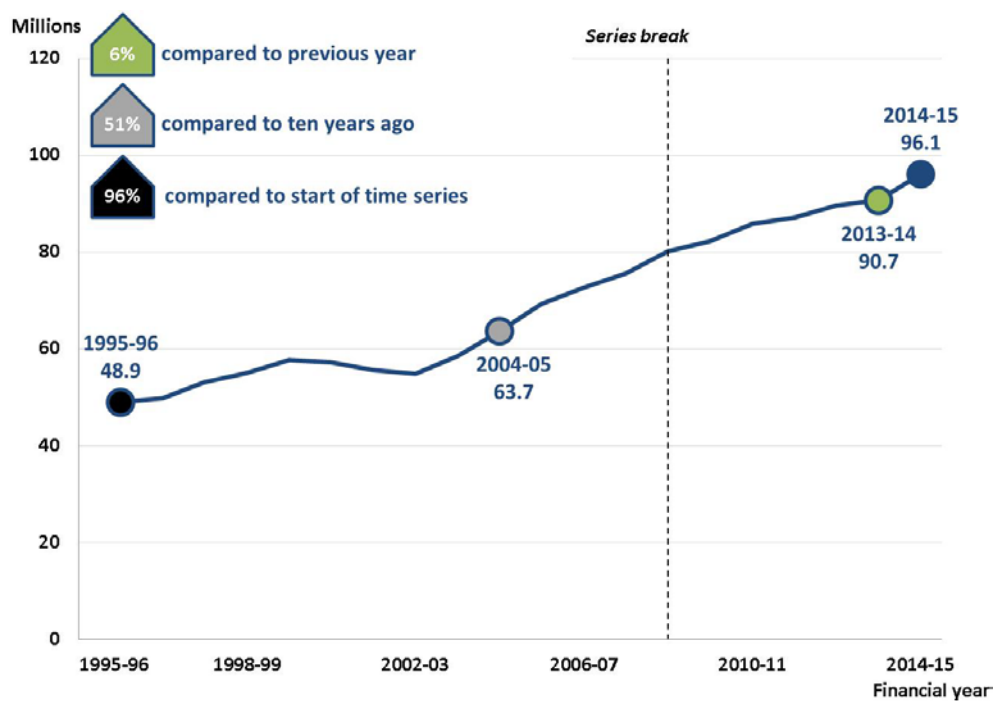


4.6 Scotland passenger journeys

Scotland passenger journeys – chart ([Table 15.7](#))

Passenger journeys (millions) to/from and within Scotland
1995-96 to 2014-15

- From 1995-96 the total number of journeys for Scotland increased gradually up to 1999-00 before declining in three successive years up to 2002-03. It has continuously increased since then and reached 96.1 million in 2014-15, following a sharp rise of 6.0% since last year, due to the Commonwealth Games in summer 2014. This is the highest growth rate for any region in 2014-15.



- Journeys to/from Scotland rose by 8.7% compared to 2013-14, the highest rate since 2010-11 and the tenth year of successive growth. All the regions to/from Scotland experienced an increase, the most for West Midlands with over 23.4% growth. Other key flows include to/from London and to/ from the North West which increased by 7.4% and 13.3% respectively. The primary origins/destinations for cross-border services, Glasgow and Edinburgh, increased by 14.5% and 9.3% respectively compared to 2013-14.
- The number of journeys within Scotland rose by 5.7% since 2013-14. The largest growth rates were for Perth and Kinross (10.3%) and Dumfries and Galloway (10.2%).

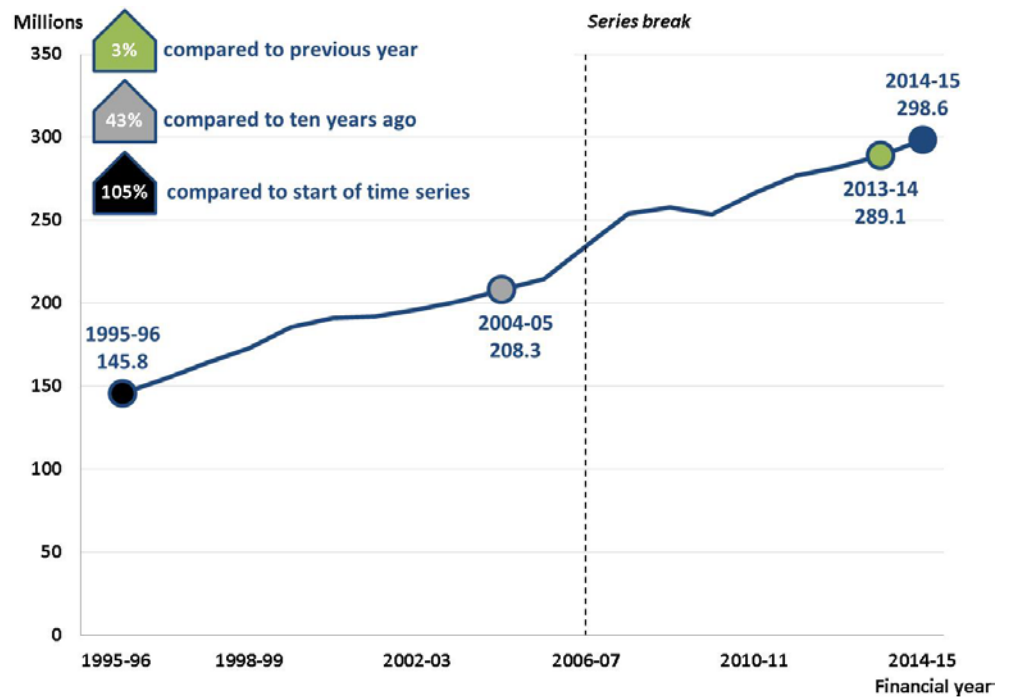


4.7 South East passenger journeys

South East passenger journeys – chart ([Table 15.8](#))

Passenger journeys (millions) to/from and within the South East
1995-96 to 2014-15

- There were 289.6 million journeys for the South East in 2014-15, an increase of 3.3% since 2013-14. The number of journeys has increased every year since 1995-96 with the exception of the dip in 2009-10, which is likely to be due to the economic downturn.



- There was an increase of 3.6% in journeys between the South East and other regions. The main contributor to the increase was journeys between the South East and Scotland, which increased by 10.9%. Journeys to/from London, which account for over 90% of all journeys between South East and other regions, increased by 3.6% since last year and have reached 197.9 million.
- Journeys to/from each district/unitary authority/county in the South East increased on 2013-14. The number of journeys to/from the Isle of Wight increased by 9.7%, after falling for five consecutive years. This may be attributed to the warmer weather conditions.
- There was an increase of 2.5% for journeys within the South East compared to 2013-14. The key areas for the increase in journeys within the South East were Kent (5.6%), Hampshire (2.9%) and Surrey (1.6%). Journeys starting or ending in Milton Keynes saw the largest growth rate in 2014-15, increasing by 6.3%.

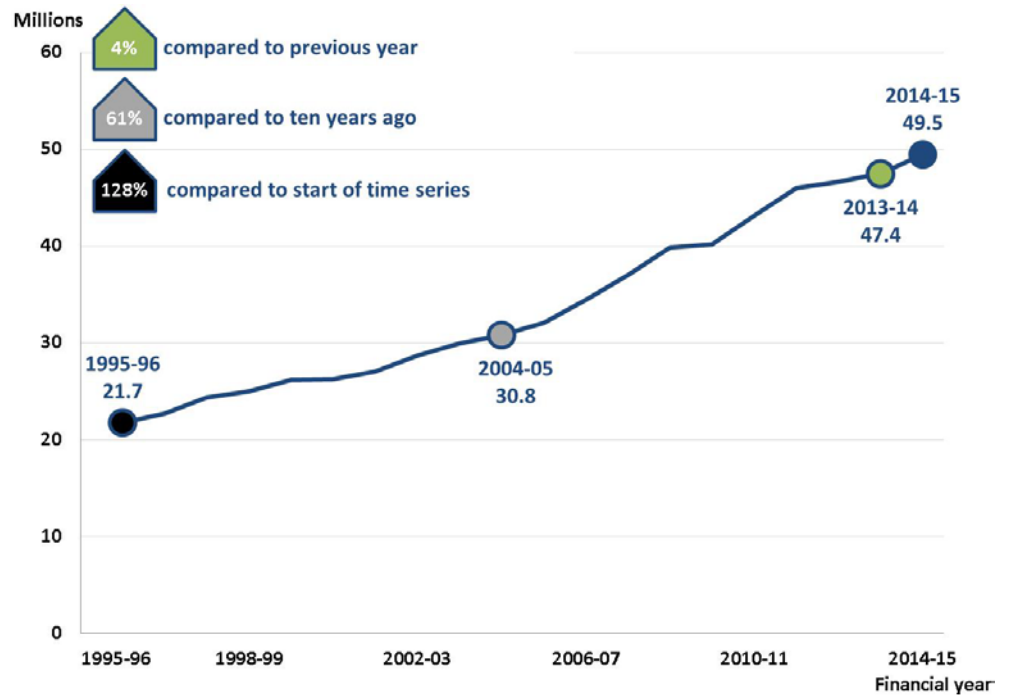


4.8 South West passenger journeys

South West passenger journeys – chart ([Table 15.9](#))

Passenger journeys (millions) to/from and within the South West
1995-96 to 2014-15

■ The total number of journeys for the South West has continuously increased since 1995-96. The rate of growth slowed during the economic downturn in 2009-10 but picked up after and has reached 49.5 million in 2014-15. This represented a rise of 4.2% compared to the previous year.



■ The number of journeys between the South West and other regions increased 2.7% since 2013-14. These were attributed to the two main flows which were to/from London and to/from the South East which increased by 1.8% and 1.6% respectively.

■ Popular coastal and holiday destinations such as Torbay (6.1%), Cornwall (4.1%) and Devon (2.7%) saw increases in journeys to/from other regions, partly attributable to the re-opening of the Dawlish line and also due to the warmer summer.

■ Journeys within the South West region rose by 5.9% with increased journeys for Devon (8.0%) and the City of Bristol (7.3%). The warmer weather could also possibly explain the increased demand in Torbay (13.1%).



4.9 Wales passenger journeys

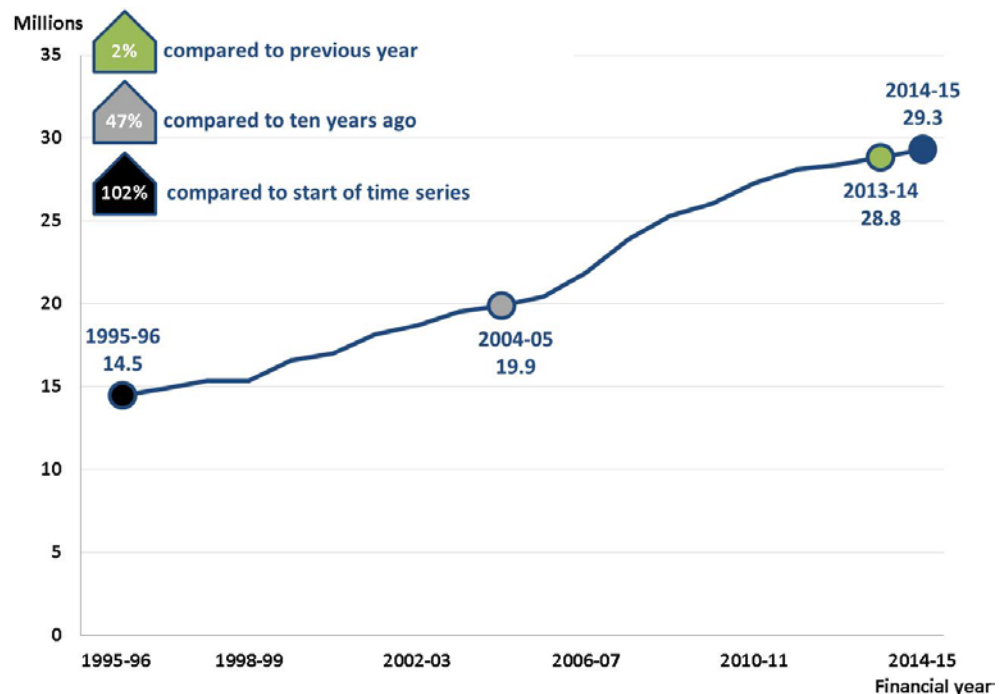
Wales passenger journeys – chart ([Table 15.10](#))

Passenger journeys (millions) to/from and within Wales 1995-96 to 2014-15

■ The total number of journeys for Wales has increased continuously since 1995-96 and reached 29.3 million in 2014-15, and has more than doubled since 1995-96. There was a 1.7% increase between 2013-14 and 2014-15.

■ Journeys between Wales and other regions increased by 3.3% since 2013-14, which was mainly attributed to the increase in journeys to/from Scotland (15.4%) and the South West (5.6%). The latter represents the highest volume of journeys to/from Wales.

■ 40% of journeys within Wales started or ended in Cardiff and the 3.4% increase since 2013-14 was the main driver for the 0.9% increase in all journeys within Wales. The number of journeys starting or ending in Bridgend returned back to around the 2.0 million level of earlier years in 2014-15 after seeing a large increase of 17.8% to 2.3 million in 2013-14.



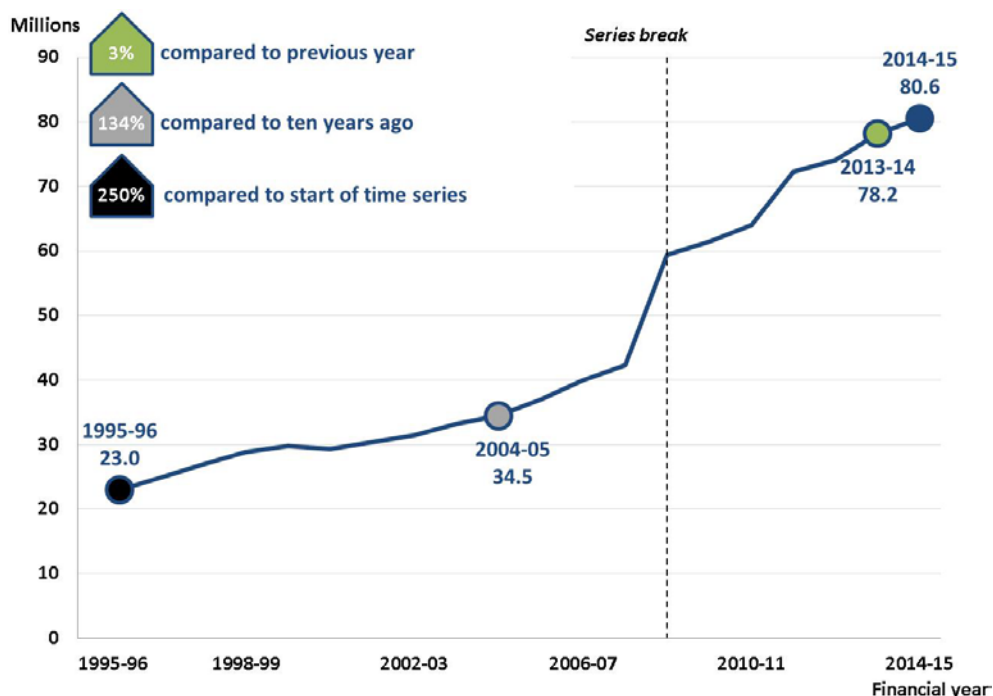


4.10 West Midlands passenger journeys

West Midlands passenger journeys – chart ([Table 15.11](#))

Passenger journeys (millions) to/from and within the West Midlands
1995-96 to 2014-15

- The total number of journeys for the West Midlands increased by 3.0% to 80.6 million in 2014-15. Total journeys for West Midlands have increased every year since 1995-96 and have more than tripled over that period. This is partly due to the improved estimates of rail travel in the West Midlands PTE area, which were first introduced in 2008-09 and further improved in 2011-12.



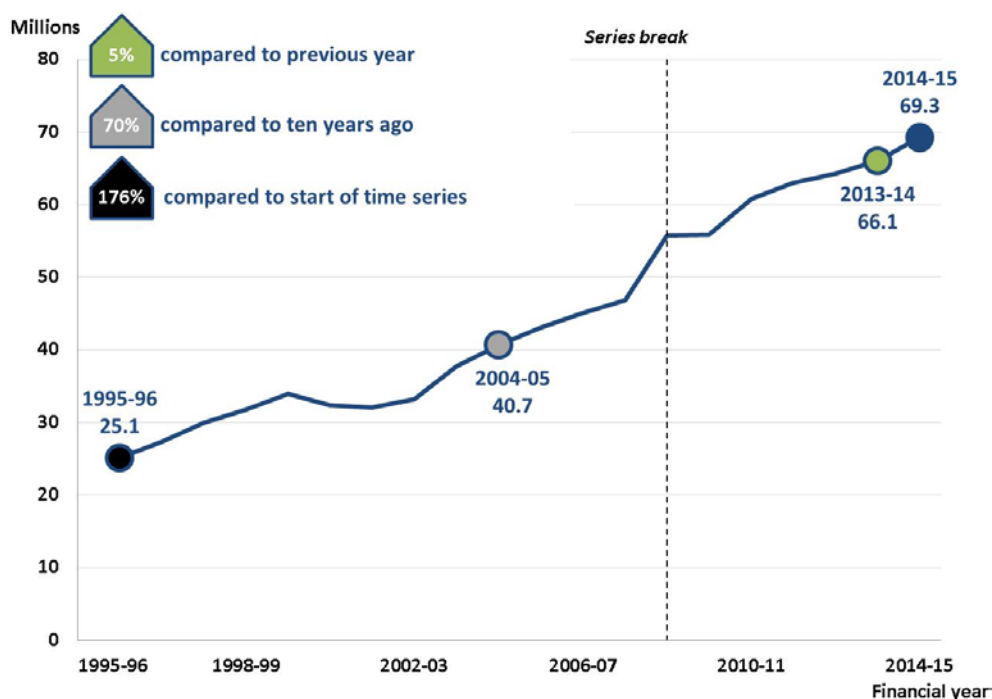
- Journeys between the West Midlands and other regions have continued to rise with an increase of 5.6% since last year. There was a high growth rate of 23.4% for journeys to/from Scotland, partly due to the Commonwealth Games. The overall increase is also due to the growth in demand for the two most popular routes, to/from London and to/from the North West, which rose by 6.8% and 6.5% respectively.
- Every district/unitary authority/county within the West Midlands has seen an increase in the number of journeys to/from other regions compared to 2013-14, with increases in excess of 7% for four of them – Staffordshire, Herefordshire, Telford & Wrekin and Shropshire.
- The number of journeys within the West Midlands region has reached 51.9 million, with an increase of 1.6% since 2013-14. The majority of journeys (77.9%) start or end in the metropolitan authority of West Midlands which increased by 1.8% in 2014-15. Journeys starting or ending in Herefordshire increased by 7.5%.



4.11 Yorkshire and the Humber passenger journeys

Yorkshire and the Humber passenger journeys – chart [\(Table 15.12\)](#)
 Passenger journeys (millions) to/from and within Yorkshire and the Humber
 1995-96 to 2014-15

- Between 1995-96 and 1999-00, the total number of journeys for Yorkshire and the Humber increased at a steady rate before falling 2.3% between 1999-00 and 2002-03. Journey numbers plateaued again during the economic downturn in 2009-10 but have increased every year since then, reaching 69.3 million in 2014-15. The sharp



increase in 2008-09 was due to the introduction of new estimates of rail travel in PTE areas, which impacted on journeys within the region for South Yorkshire and West Yorkshire.

- Total journeys for Yorkshire and the Humber increased by 4.8% compared to 2013-14.
- There has been a 5.8% increase in the number of journeys between Yorkshire and the Humber and other regions. The main contributors were journeys to/from the North West and to/from London, both with an increase of 6.0% compared to the previous year.
- Journeys between the county of West Yorkshire and other regions increased by 6.3% in 2014-15 with other key flows to/from South Yorkshire and to/from York increasing by 4.8% and 5.7% respectively. Journeys between North Lincolnshire (19.8%) and North East Lincolnshire (10.9%) and other regions both increased considerably since last year which is likely to be attributed to the improvement in train services.
- The number of journeys within Yorkshire and the Humber increased by 4.3% since 2013-14.

Annex 1 – 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 Regional Rail Usage is based on the origin and destination named on the ticket. For example, a journey from London to Halifax would be classed as one journey despite the need to change trains. This differs from the definition used in the [Passenger Rail Usage release](#), which takes 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.

Limitations

The data in LENNON from which the ODM data is derived is based on ticket transactions. However it is not possible to derive all passenger journeys from ticket sales data, e.g. ticketless/free travel. 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](#).

Station Usage

ORR also publishes estimates of station usage for all stations in Great Britain. The latest 2014-15 estimates are available at: <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

Annex 2 – List of pre-created reports available on the ORR Data Portal

All data tables can be accessed on the data portal free of charge. The ORR [Data Portal](#) provides on screen data reports, as well as the facility to download data in Excel format and print the report. We can provide data in csv format on request.

Great Britain passenger journeys

- Regional_rail_journeys - GB and England, Scotland and Wales – [Table 15.3](#)

Regional rail usage profiles

Each of the tables below provides a time series from 1995-96 to 2014-15 of total rail journeys to/from and within each region or country, including a breakdown by District/Unitary Authority/County. Charts within the tables provide a comparison between 2014-15 and 2013-14.

- 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 at: [Revisions Log](#)

Some minor commentary updates were made on the day of publication to pages 1 and 3.

Annex 3

Statistical Releases

This publication is part of the statistical releases which cover the majority of reports that were previously released through the [Data Portal](#). The statistical releases consist of four annual and four quarterly themed releases:

Annual:

- Rail Finance;
- Rail Safety Statistics;
- Rail Infrastructure, Assets and Environmental;
- Regional Rail Usage.

Quarterly:

- Passenger and Freight Rail Performance;
- Freight Rail Usage;
- Passenger Rail Usage;
- Passenger Rail Service Satisfaction.

A full list of publication dates for the next twelve months can be found in the [release schedule](#) on the ORR website.

For more information on data collection and the methodology used to calculate the statistics in this release please see the accompanying [Quality Report](#).

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.

Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods; and
- are managed impartially and objectively in the public interest.

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

For more details please contact the Statistics Head of Profession Lyndsey Melbourne on 020 7282 3978 or contact rail.stats@orr.gsi.gov.uk.

The Department for Transport (DfT) also publishes a range of rail statistics which can be found at [DfT Rail Statistics](#)



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