Regional Rail Usage Profiles (Passenger Journeys)

2013-14 Statistical Release

29 January 2015

Responsible Statistician:

Lyndsey Melbourne

020 7282 3978

Author:

Aruna Ramyead

Further information

Public Enquiries:

Email: Rail.Stats@orr.gsi.gov.uk

Media Enquiries:

Tel: 020 7282 2094

Contents

1. Introduction

This annual release contains information on regional passenger journeys by rail in Great Britain covering the period from 1995-96 to 2013-14 with the latest data in this release referring to 1 April 2013 to 31 March 2014. The data covered within the release are:

- Great Britain passenger journeys[1] - the total number of passenger journeys made on the Great Britain rail network and between England, Scotland and Wales.
- Regional rail usage profiles (passenger journeys) - the number of passenger journeys made on the network for each region/country of Great Britain; including a breakdown of journey to/from other regions and within each region.

These measures of rail usage show the number of passengers using the network and journeys made on it, providing an indication of the levels of demand for rail travel. This can help in both short-term and long-term planning for the industry and wider stakeholders.

The rail industry's ticketing and revenue database, LENNON, is the main source of data for this release but there are additional estimates of rail journeys made on TfL sold travelcards, airport flows and in Passenger Transport Executive (PTE) [2] areas. For more detail on data collection, the methodology used to calculate the data within this release, including the breaks in series, please see the accompanying quality report which can be found at: Quality Reports

All the data contained and referred to within this release can be accessed via the ORR Data Portal. A list of pre-created regional rail usage tables available on the data portal is presented in Annex 2.

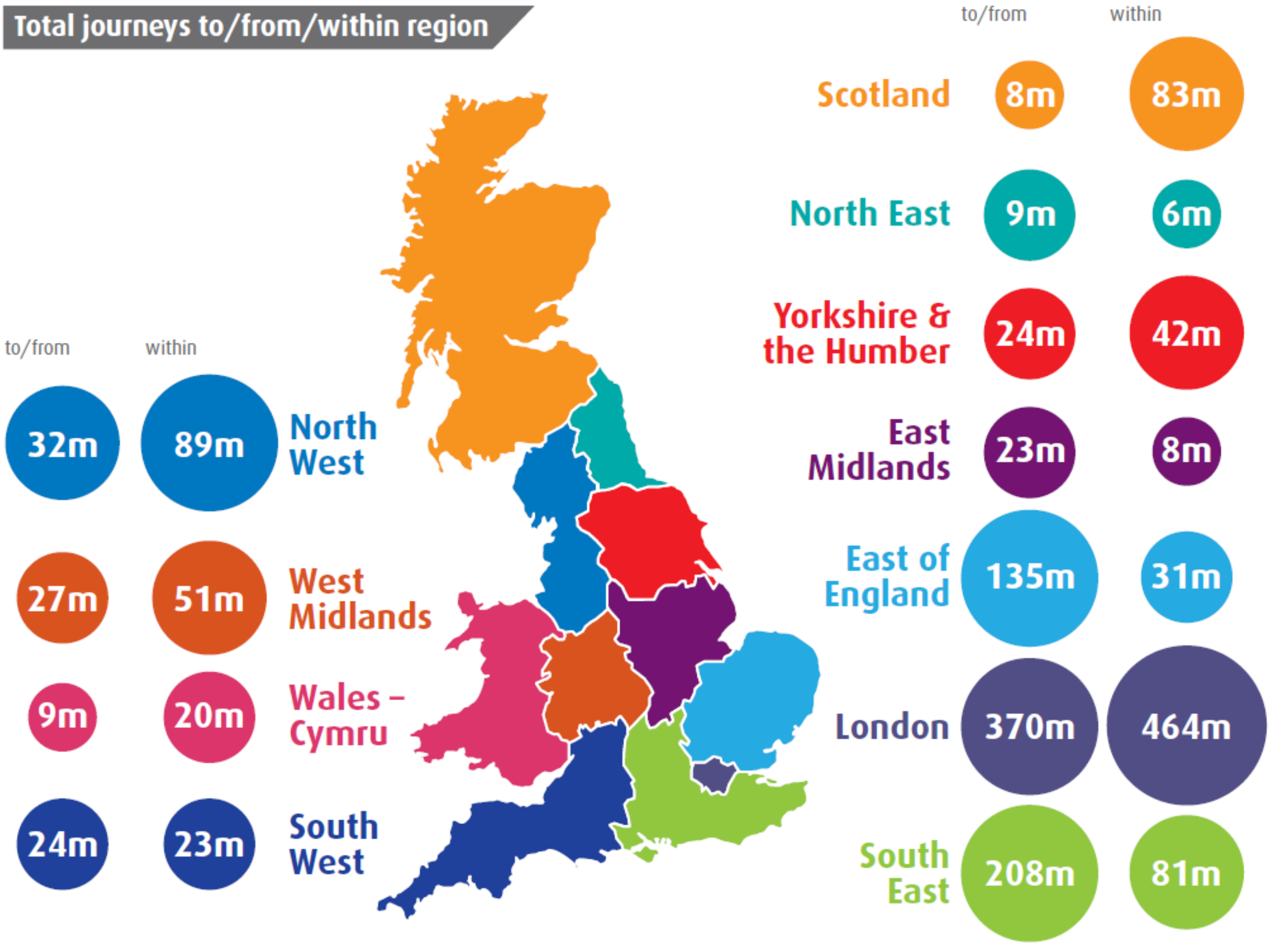
Year on year changes for journeys within some regions should be treated with caution as they have been subject to methodological change in 2013-14. Infills for estimates of rail travel in some PTE areas have been improved. The regions affected are North West, Scotland and Yorkshire and the Humber. These new infills have affected the overall number of journeys within the PTE area and also the distribution of these journeys. Also note the series breaks in

[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. They are accountable to Integrated Transport Authorities (ITAs) which were formerly known as Passenger Transport Authorities (PTAs) prior to 2008 and the Local Government Act 2008. 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 continue to refer to these areas as PTEs.

2006-07 and 2008-09 due to improvements in methodology. In 2006-07, the methodology was improved by adding additional estimates for rail travel using TfL sold travelcards. In 2008-09, new estimates of rail travel in passenger transport executive (PTEs) areas were included in the dataset. For more information please see the accompanying Quality Report.

2. Summary of key results



- The number of rail passenger journeys in Great Britain has more than doubled since 1995-96 and reached 1.3 billion journeys in 2013-14. It has increased every year with the exception of 2009-10 which saw a small dip, coinciding with the economic downturn.
- Compared to 2012-13, the total number of journeys in 2013-14 has increased by 5.0%, of which 0.2% is attributed to methodological improvements to the data[3]. Journeys between different regions increased by 3.2% which were slightly offset by a decrease of 3.1% in journeys to/from Wales, possibly due to the winter storms causing significant damage to the Cambrian lines.
- The number of journeys between England and Wales decreased by 1.3% to 9.0 million journeys in 2013-14 compared to the previous year. This is the first time that journeys between England and Wales have dipped since the series began in 1995-96 which was possibly caused by the poor weather conditions.

[3] The Origin-Destination Matrix report 2013-14 provides detailed information on the methodology used to create the 2013-14 dataset and can be accessed at http://orr.gov.uk/statistics/user-engagement

- The total number of journeys for the East Midlands increased by 1.0% to 30.8m in 2013-14. Journeys within the East Midlands fell by 1.3% compared to 2012-13 with the biggest reductions in demand for Nottingham (-6.5%) and Nottinghamshire (-4.6%). Nottingham station was partially closed for 5 weeks in the summer 2013 and there was also disruption to services caused by the Nottingham Resignalling Project.
- There were 165.2 million journeys for the East of England during 2013-14, an increase of 3.7% on 2012-13. Journeys to/from the East of England rose by 4.0% with increased journeys to/from Hertfordshire (5.5%) and Cambridgeshire (5.4%).
- The total number of journeys for London was 834.5 million in 2013-14 showing the increasing demand in London. The largest growth rate for journeys to/from London was for the Yorkshire and the Humber which grew by 6.7%. There was also increased demand for the North East (5.7%) and West Midlands (5.1%) regions. This may be due to competition on that route with three operators serving passengers between those regions and three operators running between London and Birmingham.
- The North East saw an increase of 3.7% in total journeys compared to 2012-13, rising to 14.8 million journeys. Journeys to/from the North East rose by 4.5% which could be explained by more operators running services between the North East and other regions.
- There were 121.7 million journeys for the North West in 2013-14. There was an increase of 3.5% for journeys to/from the North West since 2012-13, mainly brought about by the growth in demand for West Midlands (5.1%) and London (4.6%).
- The total number of journeys for Scotland was up by 1.2% to 90.7 million in 2013-14. Journeys to/from Scotland rose by 3.0% with increased journeys for Edinburgh (4.2%) and Glasgow (4.1%).
- There were 289.1 million journeys for the South East in 2013-14. The total number of journeys increased by 2.5% since 2012-13. The main contribution to the overall increase was journeys between the South East and London, which increased by 2.9% to 191 million. This accounts for over 90% of all journeys between South East and other regions.
- The total number of journeys for the South West was 47.4 million, an increase of 1.8%. Journeys within the South West region rose by 3.3% with increased demand for South Gloucestershire (8.4%) and Bath and North East Somerset (6.0%).

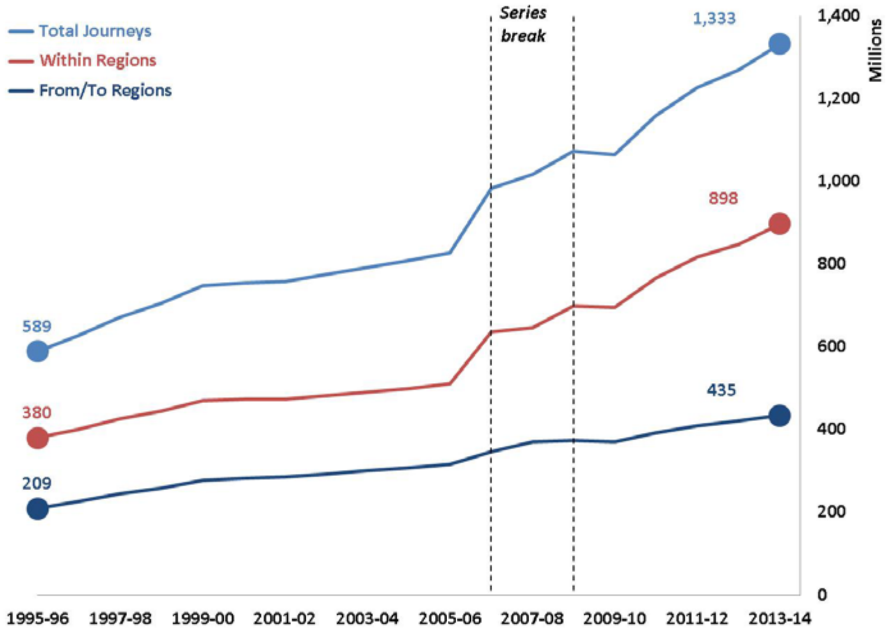
- There were 28.8 million journeys in Wales in 2013-14, an increase of 1.6% since 2012-13. The 2.9% increase in journeys within Wales was offset by the decrease (1.3%) in demand between Wales and other regions. The main drivers behind this decrease were journeys to/from South West, which decreased by 1.1% and journeys to/from London, which decreased by 1.8%. These two regions represent the highest volume of journeys to/from Wales.
- The total number of journeys for the West Midlands has increased by 5.6% to 78.2 million in 2013-14, with journeys to/from other regions recording growth of 3.9%, the primary cause being the 5.1% increase in journeys between the West Midlands and London.
- The total number of journeys in 2013-14 for Yorkshire and the Humber has increased by 2.8% to 66.1million. This is largely driven by the increase of 6.7% between Yorkshire and the Humber and London.

3. Great Britain passenger journeys

3.1 Great Britain passenger journeys 2013-14 results

Great Britain regional passenger journeys – chart

Passenger journeys (millions) to/from and within regions 1995-96 to 2013-14

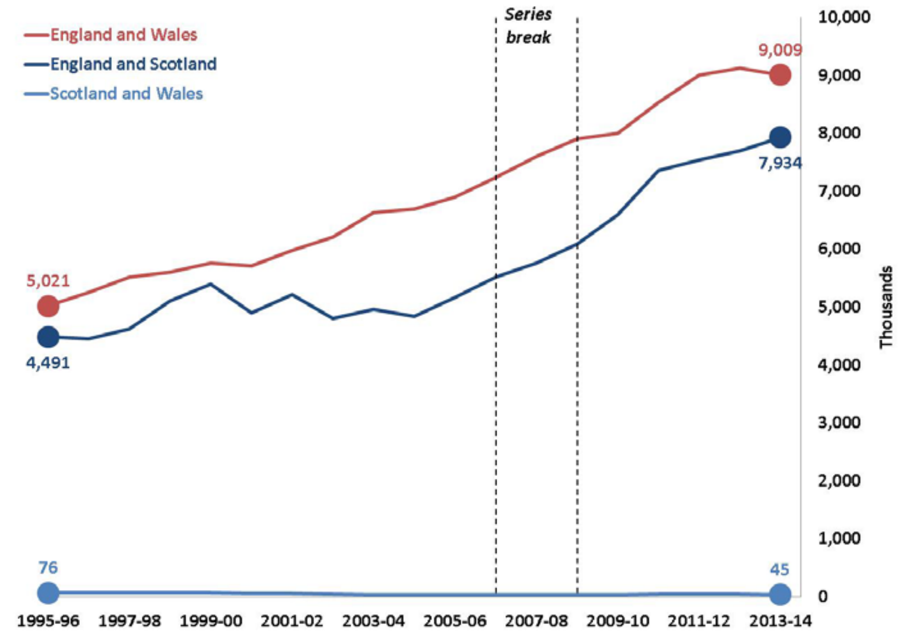


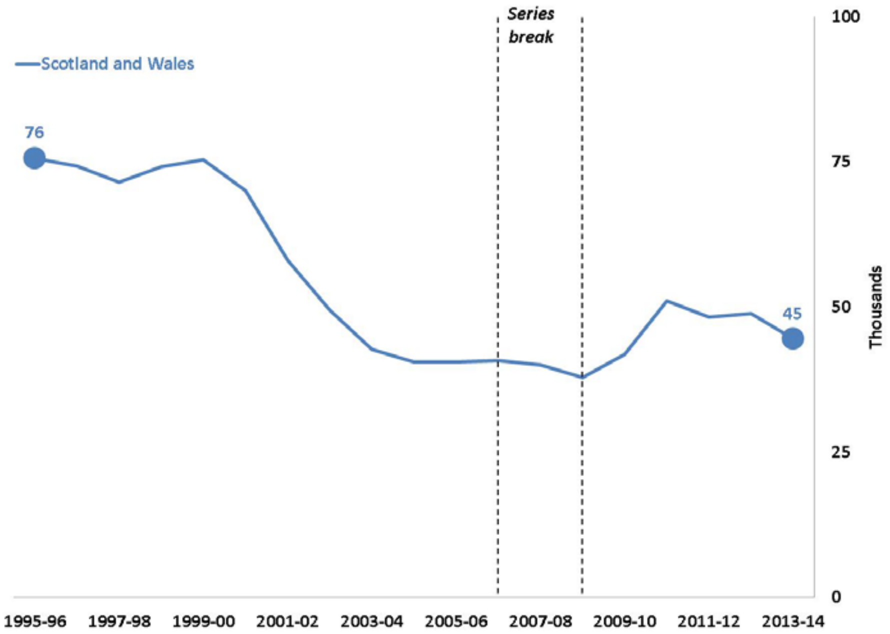
- The number of rail passenger journeys has more than doubled since 1995-96 and reached 1.3 billion journeys in 2013-14. It has increased every year with the exception of 2009-10 which saw a small dip, coinciding with the economic downturn. The largest growth was in 2006-07 though this was driven by 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 2012-13, the number of journeys in 2013-14 has increased by 5.0%, of which 0.2% is attributed to methodological improvements to the data. Journeys between regions increased by 3.2% driven by commuter routes between London and East of England / South East which grew by 4.2% and 2.9% respectively.
- All regions saw an increase in journeys to/from that region with the exception of Wales, which had a 1.3% decrease. This was primarily down to falls in the main flows between Wales and the North West, South West and London. These falls may be partly due to storms causing significant damage to the Cambrian lines.

3.2 England, Scotland and Wales passenger journeys 2013-14 results

England, Scotland and Wales passenger journeys - chart

Passenger journeys (000s) between England, Scotland and Wales 1995-96 to 2013-14



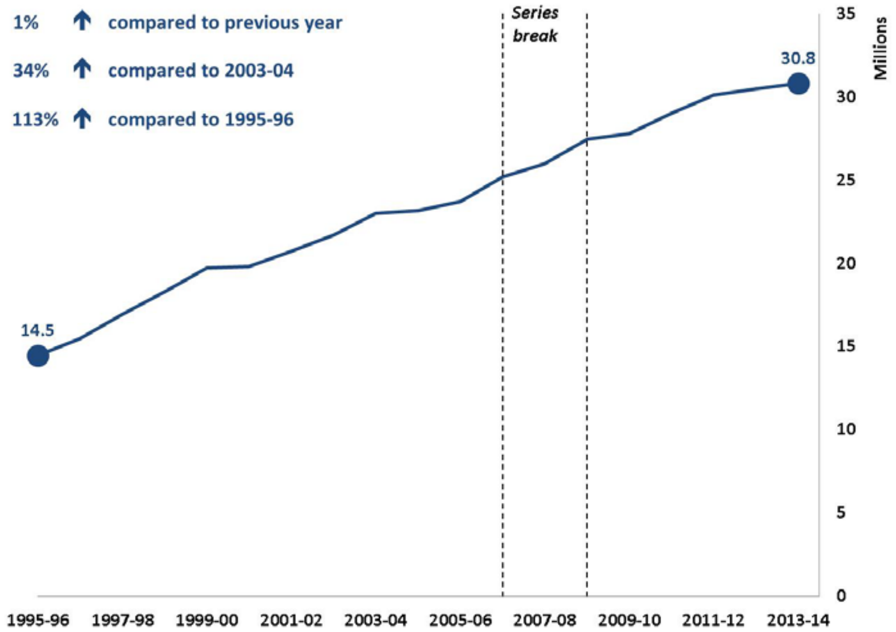


- The number of rail journeys between England and Wales fell by 1.3% to 9.0 million journeys in 2013-14. This is the first time that journey numbers have dipped since 2000-01. Journeys between Cardiff and other regions fell by 2.1% and a number of coastal counties saw falls, possibly due to poor weather.
- There has been an increase of 3.1% in the number of journeys between England and Scotland which reached 7.9 million in 2013-14. Despite decreases to between Scotland and four English regions, the most heavily used routes to/from London and to/from neighbouring regions, the North East and North West all increased by between 2.9% and 6.9%.
- Journeys between Scotland and Wales fell by 8.7% in 2013-14, partly due to a decrease in journeys between Scotland and North Wales, which was affected by poor weather.

4. Regional rail usage profiles

4.1 East Midlands passenger journeys

East Midlands passenger journeys – chart
Passenger journeys (millions) to/from and within the East Midlands
1995-96 to 2012-13

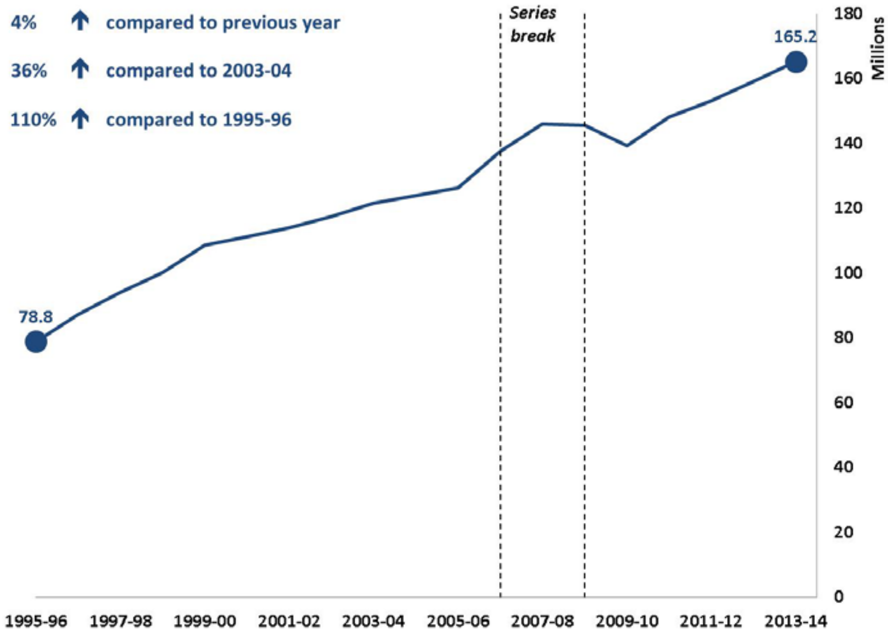


- The total number of journeys for the East Midlands has consistently increased since 1995-96 and has reached 30.8m in 2013-14.
- Total number of journeys for the East Midlands increased by 1.0% since 2012-13. This is the lowest growth in total journeys for any region in 2013-14.
- Journeys within the East Midlands fell by 1.3% compared to 2012-13 with the biggest reductions in demand for Nottingham (-6.5%) and Nottinghamshire (-4.6%). Nottingham station was partially closed for 5 weeks in the summer of 2013 and there was also disruption to services caused by the Nottingham Resignalling Project. This is the third time in four years that journeys within the East Midlands have fallen.
- The number of journeys between the East Midlands and other regions increased by 1.8% over the period 2012-13 and 2013-14. There was an increase in demand of between 3% and 4% to/from Yorkshire & the Humber and the North West, but a decrease of similar magnitude to/from Wales, Scotland and the South West. The number of journeys to/from Nottinghamshire increased by 6.2% and to/from Derbyshire by 4.9% compared to 2012-13.

4.2 East of England passenger journeys

East of England passenger journeys – chart

Passenger journeys (millions) to/from and within the East of England 1995-96 to 2013-14

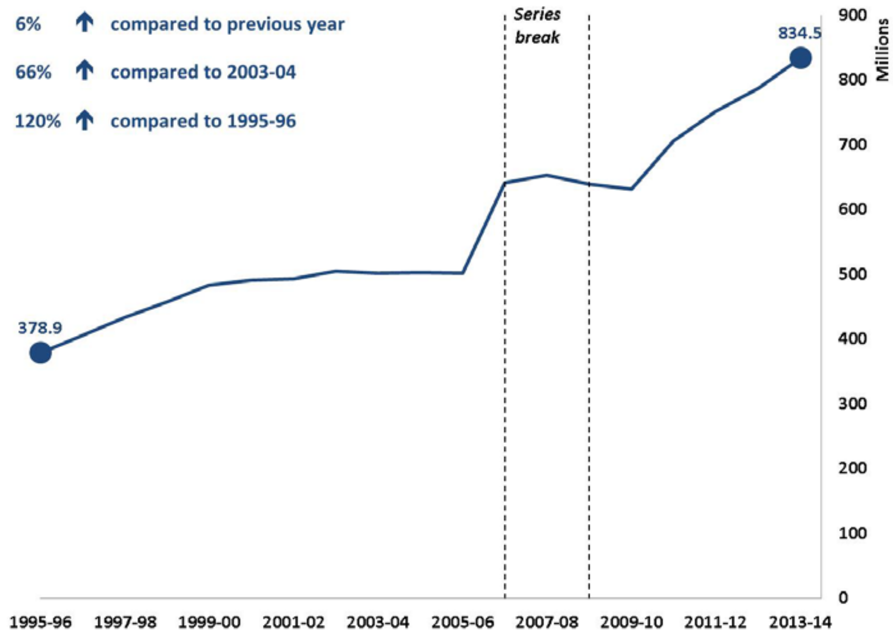


- There were 165.2 million journeys for the East of England in 2013-14. The number of journeys has increased every year since 1995-96 except in 2008-09 and 2009-10 which, as a key commuter route, might have been driven by the economic downturn.
- The total number of journeys for East of England increased by 3.7% between 2012-13 and 2013-14. Growth has slowed slightly since 2012-13 which saw an increase of 4.0% on the previous year.
- Journeys between the East of England and other regions rose by 4.0% with journey numbers increasing by 5.1% to/from South East and 4.2% to/from London. Journeys to/from London account for over 90% of all journeys between East of England and other regions.
- Counties which showed a high increase in demand between the East of England and other regions in 2013-14 were Hertfordshire (5.5%) and Cambridgeshire (5.4%). There were increases for all counties in the East of England, with the exception of Suffolk, which fell by 1.1%.
- Journeys within the East of England rose by 2.4% with increased demand for trains servicing Cambridgeshire (6.1%) and Essex (3.9%). Cambridgeshire has seen a period of sustained growth with increases in each of the last four years all in excess of 4.5%.

4.3 London passenger journeys

London passenger journeys – chart

Passenger journeys (millions) to/from and within London
1995-96 to 2013-14



- The total number of journeys for London was 834.5 million in 2013-14, up 6.0% on the previous year. It has more than doubled since 1995-96, with a sharp rise in 2006-07 due to 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 32%.

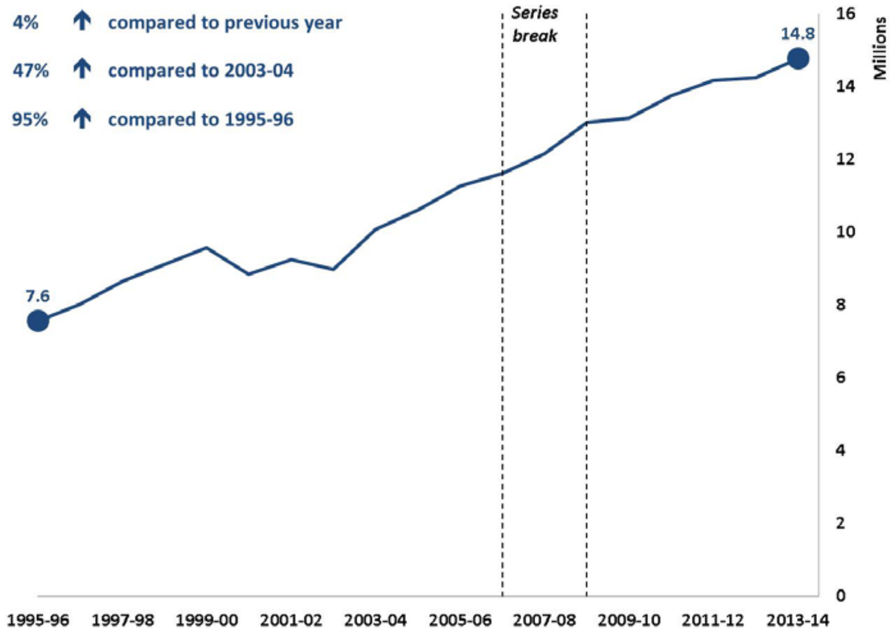
- The number of journeys within London increased by 8.2% since 2012-13, showing the growth in demand, especially for North and West London which has seen increases of more than 10%. West London has had five years of sustained growth with increases in each year in excess of 9%, which can be traced back to the opening of the Westfield shopping centre in Shepherd's Bush and new stations at Shepherd's Bush and Imperial Wharf.

- The number of journeys to/from London increased by 3.4% between 2012-13 and 2013-14. The largest growth rate for journeys to/from London was for the Yorkshire and the Humber which grew by 6.7%. There was also increased demand for the North East (5.7%) and West Midlands (5.1%). This may be due to competition on that route with three operators running between London and Birmingham.

4.4 North East passenger journeys

North East passenger journeys – chart

Passenger journeys (millions) to/from and within the North East
1995-96 to 2013-14

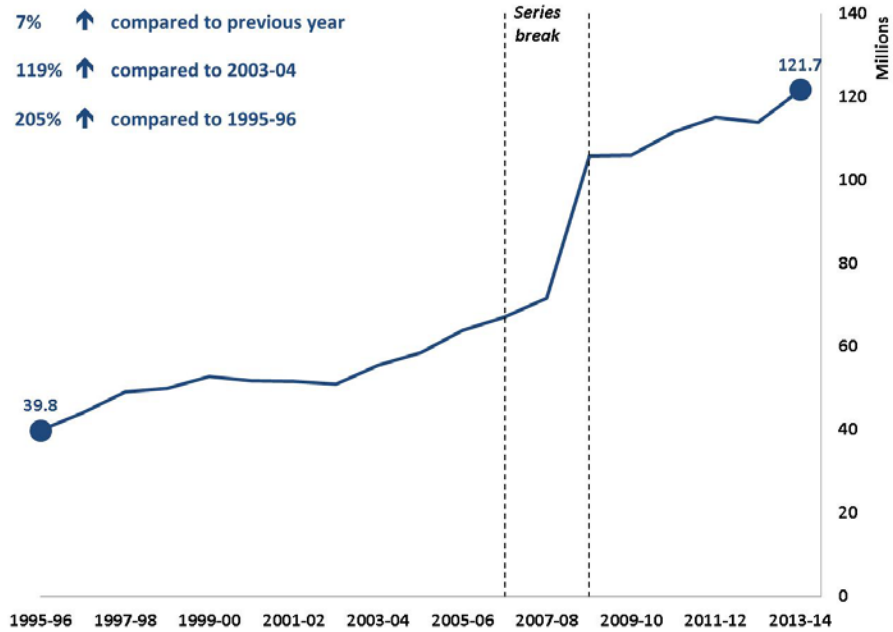


- The total number of journeys for the North East has increased steadily since 2002-03 and reached 14.8 million in 2013-14. Passenger journeys fell between 1999-00 and 2002-03 which was driven by a 15.9% fall in journeys within the region over that period. The fall in demand was largely due to significant engineering work between Newcastle and Sunderland as the line was upgraded for the Tyne & Wear Metro extension to Sunderland, completed in 2002-03.
- Compared to 2012-13, there has been an increase of 3.7% in total journeys, mainly brought about by the rise in journeys of 4.5% to/from the North East. In terms of growth rates for journeys to/from a region in the last year, this is the highest for any region in Great Britain. The regions that account for the majority of journeys, Scotland, London and Yorkshire and the Humber, all increased between 5% and 6%. This could be attributed to competition on those routes with a number of operators running services between the North East and those regions.
- Journeys within the North East increased by 2.4% since 2012-13. Tyne & Wear is the origin or destination point for almost 40% of journeys as it covers the two largest cities, Newcastle and Sunderland, and it saw an increase of 0.7%, its lowest growth rate since 2006-07. There were high growth rates of 6.2% for Durham and 4.0% for Northumberland.

4.5 North West passenger journeys

North West passenger journeys – chart

Passenger journeys (millions) to/from and within the North West 1995-96 to 2013-14



- 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, resulted in a sharp increase. These estimates impacted on both Merseyside and Greater Manchester. The number of journeys dropped slightly in 2012-13, before increasing to 121.7 million journeys in 2013-14. Improvements in the methodology used to estimate travel in the Merseyside PTE area have been applied in 2013-14 so any changes should be treated with caution. For more details, please see the ODM report at: http://orr.gov.uk/statistics/user-engagement

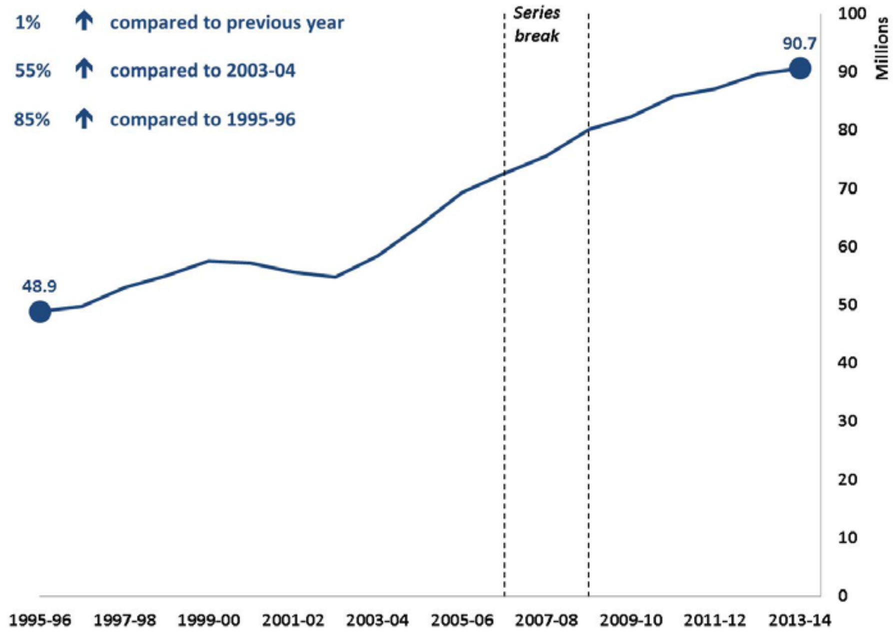
- There was an increase of 3.5% for journeys to/from the North West since 2012-13, mainly brought about by the growth in demand for West Midlands (5.1%) and London (4.6%), with the latter being the primary flow to/from the North West. The other main flow is the cross-Pennine route to/from Yorkshire and the Humber, which increased by 3.4% in 2013-14.

- 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 ninth year in succession, rising 4.2% in 2013-14. Journeys between Blackpool and other regions fell for the third year in succession and have fallen 20% in the last ten years. However, a new direct service between Blackpool and London has been introduced in December 2014.

4.6 Scotland passenger journeys

Scotland passenger journeys – chart

Passenger journeys (millions) to/from and within Scotland 1995-96 to 2013-14



- Since 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 risen since then and reached 90.7 million in 2013-14, showing an apparent increase of 1.2% since last year, partly attributed to the improvement in the methodology for the Strathclyde area which affects the number of journeys within Scotland. The new infill for Strathclyde accounts for a drop of approximately 2.2m journeys in 2013-14. For more details, please see the ODM report at: http://orr.gov.uk/statistics/user-engagement

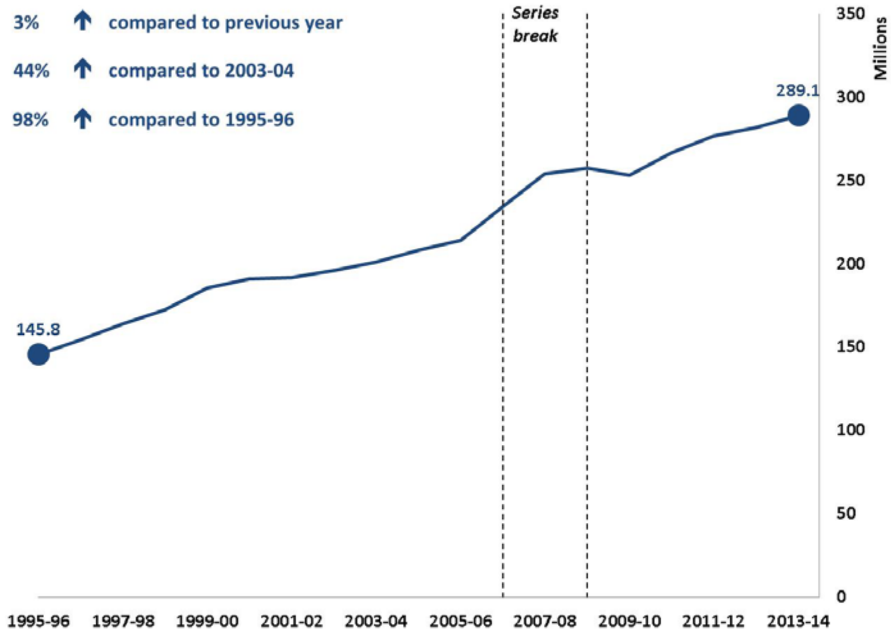
- Journeys to/from Scotland rose by 3.0% compared to 2012-13, the highest growth rate in three years and the ninth year of successive growth. The main contribution was journeys between Scotland and North East with an increase of 6.9%, with other key flows to/from London and the North West increasing by 2.9% and 3.3% respectively. These were slightly offset by a decreasing demand in journeys to/from the South West and Wales of around 9%. The primary origins/destinations for cross-border services, Edinburgh and Glasgow, increased by 4.2% and 4.1% respectively compared to 2012-13.

- The number of journeys within Scotland appears to have risen by 1.0% since 2012-13. The largest growth rates were for Aberdeen City, Aberdeenshire and Renfrewshire in the magnitude of 8.0% to 8.7%. The largest fall in journeys was in Argyll & Bute (-19.3%). However, some of these changes should be treated with caution as Renfrewshire and Argyll & Bute were impacted by the new Strathclyde infill.

4.7 South East passenger journeys

South East passenger journeys – chart

Passenger journeys (millions) to/from and within the South East 1995-96 to 2013-14

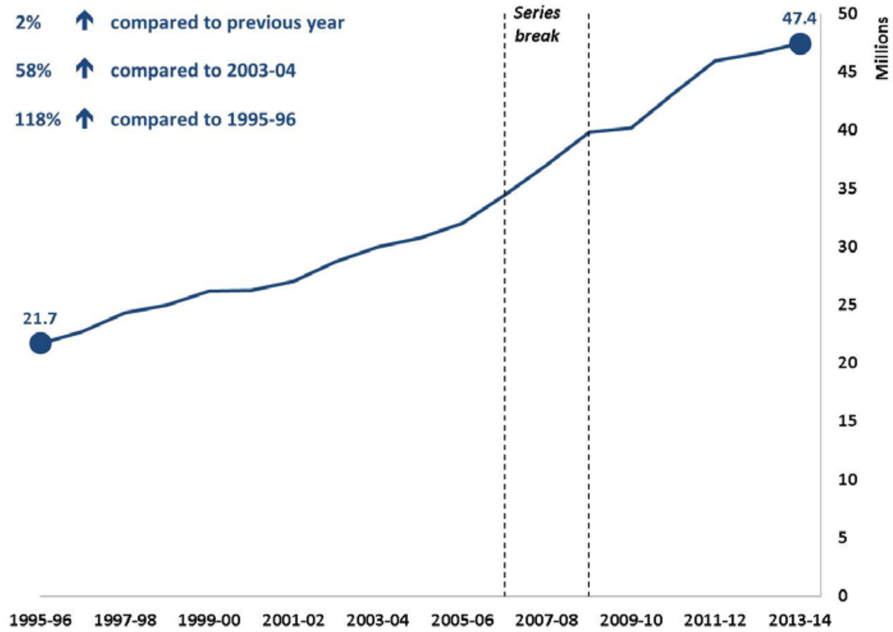


- There were 289.1 million journeys for the South East in 2013-14. The journeys have increased every year since 1995-96 with the exception of the dip in 2009-10, which might have been caused by the economic downturn.
- The total number of journeys increased by 2.5% since 2012-13, driven by an increase of 2.8% in journeys between the South East and other regions.
- The main contributor to the increase was journeys between the South East and London, which increased by 2.9% to 191 million. This accounts for over 90% of all journeys between South East and other regions.
- The number of journeys to/from Buckinghamshire increased for the eighth consecutive year, rising 5.6% compared to 2012-13. Journeys to/from each county/unitary authority in the South East increased on 2012-13 with the exception of Isle of Wight, which fell by 8.4%, the fifth successive year journey numbers have fallen.
- There was an increase of 1.9% journeys within the South East compared to 2012-13. The key drivers for the increase in journeys within the South East are West Sussex (2.4%), Surrey (1.6%) and Hampshire (2.7%). These increases were slightly offset by a reduction in Kent (-2.2%). Journeys starting or ending in Milton Keynes saw the largest growth rate in 2013-14, increasing by more than 10%.

4.8 South West passenger journeys

South West passenger journeys – chart

Passenger journeys (millions) to/from and within the South West 1995-96 to 2013-14

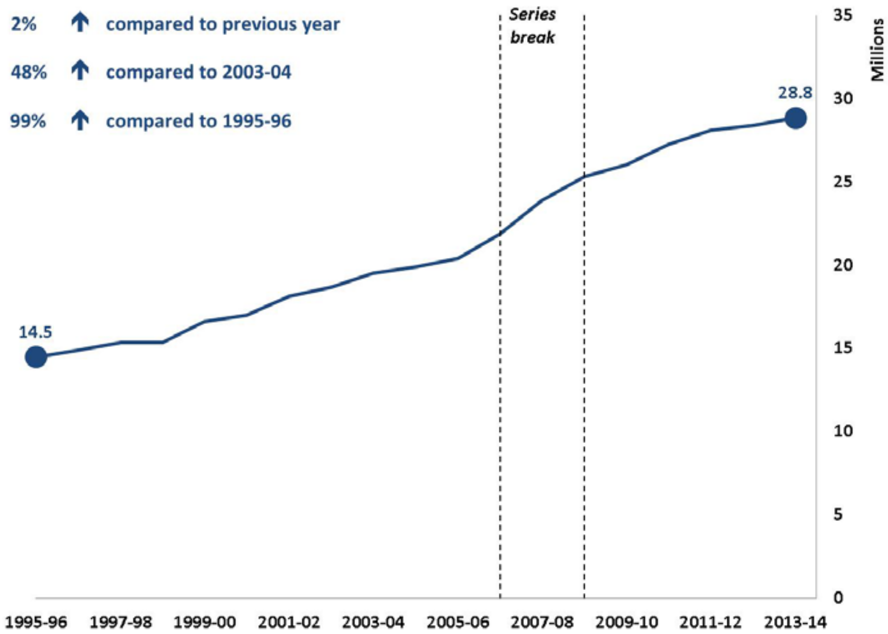


- The total number of journeys for the South West has continuously increased since 1995-96. The rate of growth slowed during the economic downturn in 2009-10 but picked up after and has reached 47.4 million in 2013-14. This represented a rise of 1.8% since last year.
- The number of journeys between the South West and other regions increased slightly by 0.4% since 2012-13. There were falls in journey numbers between South West and seven other regions. The largest percentage drop was a 9.0% fall in journeys to/from Scotland. Despite these reductions, the two main flows to/from London and South East increased by 0.5% and 1.6% respectively.
- Popular coastal and holiday destinations such as Devon (-3.3%) and Cornwall (-11.6%) saw reductions in demand for journeys to/from other regions, partly attributable to the storm damage to the line at Dawlish, which closed the line in February and March 2014.
- Journeys within the South West regions rose by 3.3% with increased demand for South Gloucestershire (8.4%) and Bath and North East Somerset (6.0%). South Gloucestershire has seen growth of more than 6.5% in each of the last four years.
- Despite the closure of the line following storm damage at Dawlish, Devon still showed an increase of 0.4% in journeys within the South West region. This is a much lower growth rate than seen in the previous three years which were all in excess of 9.0%.

4.9 Wales passenger journeys

Wales passenger journeys – chart

Passenger journeys (millions) to/from and within Wales
1995-96 to 2013-14

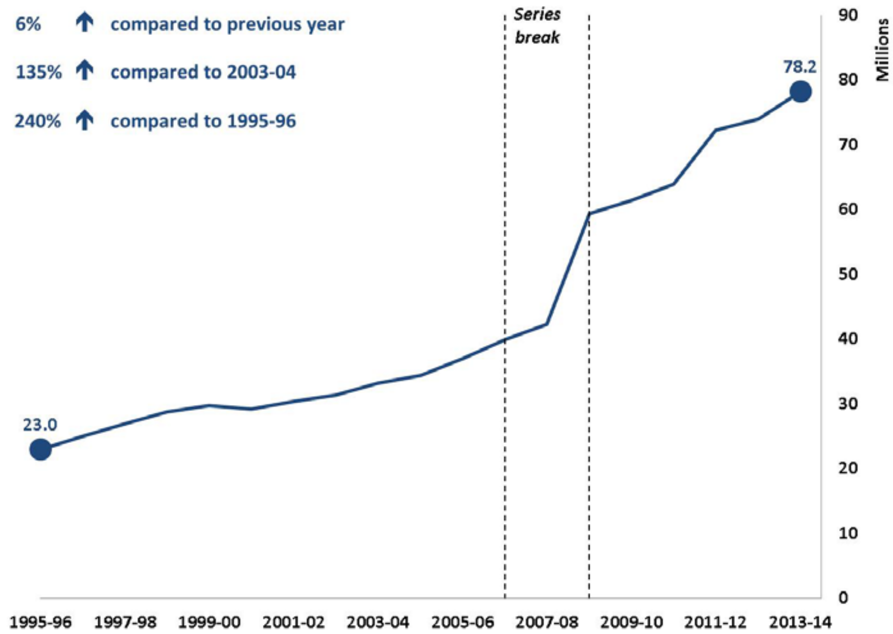


- The total number of journeys for Wales increased continuously since 1995-96 and reached 28.8 million journeys in 2013-14, nearly doubling since 1995-96. This was a 1.6% increase between 2012-13 and 2013-14. The 2.9% increase in journeys within Wales was offset by the decrease (1.3%) in demand between Wales and other regions.
- The main drivers behind the decrease in journeys between Wales and other regions were journeys to/from South West, which decreased by 1.1% and journeys to/from London, which decreased by 1.8%. These two regions represent the highest volume of journeys to/from Wales.
- Nearly 40% of journeys within Wales started or ended in Cardiff and the 3.1% increase since 2013-14 was the main driver for the 2.9% increase in all journeys within Wales. Journeys starting or ending in Bridgend saw the largest growth rate in 2013-14, increasing by 17.8%, which was the largest increase for that area since the time series began in 1995-96.

4.10 West Midlands passenger journeys

West Midlands passenger journeys – chart

Passenger journeys (millions) to/from and within the West Midlands 1995-96 to 2013-14

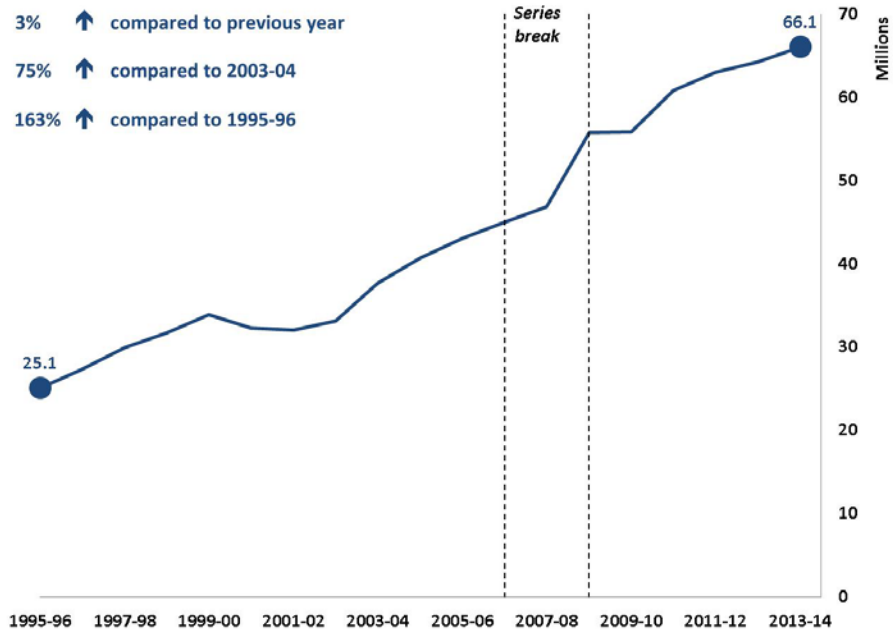


- The total number of journeys for the West Midlands has increased by 5.6% to 78.2 million in 2013-14. Total journeys for West Midlands have increased every year since 1995-96 and have more than tripled over that period, though this is partly due to the improved estimates of rail travel in the West Midlands PTE area, which were first introduced in 2008-09 and further improved in 2011-12.
- The number of journeys within West Midlands has reached more than 50 million and increased by 6.6% since 2012-13. The majority of journeys (77.7%) start or end in the metropolitan authority of West Midlands which has increased by 7.1%. The other large increase has been in journeys starting or ending in Warwickshire, which increased by 9.7% compared to 2012-13.
- Journeys between the West Midlands and other regions have continued to rise with an increase of 3.9% since last year. This represented the lowest growth rate in journeys to/from other regions since 2004-05. The two most popular routes, to/from London and to/from the North West, both increased by 5.1%.
- Every district/unitary authority within the West Midlands with the exception of Telford & Wrekin has seen an increase in the number of journeys to/from other regions compared to 2012-13, with increases in excess of 5% for Staffordshire and Warwickshire.

4.11 Yorkshire and the Humber passenger journeys

Yorkshire and the Humber passenger journeys – chart

Passenger journeys (millions) to/from and within Yorkshire and the Humber 1995-96 to 2013-14



- 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 66.1 million in 2013-14.
  The sharp increase in 2008-09 was due to the introduction of estimates of rail travel in PTE areas, which impacted on journeys within the region for South Yorkshire and West Yorkshire. The South Yorkshire infill has also been subject to further methodological improvements in 2013-14 so any comparisons with 2012-13 data should be made with caution. For more details, please see the ODM report at: http://orr.gov.uk/statistics/user-engagement

- Total journeys for Yorkshire and the Humber have increased by 2.8% compared to 2012-13; however this comparison needs to be made with caution as any change in journeys within the region has been partly caused by the improved methodology for PTE travel in South Yorkshire and West Yorkshire.

- There has been a 4.1% increase in the number of journeys between Yorkshire and the Humber and other regions. With the exception of the North East, this is the highest growth rate for any region in 2013-14. The main contributors were journeys to/from London with an increase of 6.7% since last year and to/from North East with an increase of 5.4%.

- Journeys between West Yorkshire and other regions increased by 3.9% in 2013-14 with other key flows to/from South Yorkshire and to/from York increasing by 3.5% and 6.8% respectively.

Annex 1 - Statistical release themes and publication timetable

Statistical release	Data	Publication schedule
Passenger and Freight Rail Performance - Quarterly	Public performance measure Freight performance measure Cancellations and significant lateness	2014-15: Q3: 12th February 2015 Q4: 7th May 2015 2015-16: Q1: 3rd September 2015 Q2: 5th November 2015
Freight Rail Usage - Quarterly	Freight moved Freight lifted Freight delay minutes per 100 train kilometres Freight market indicators (Q4 only)	2014-15: Q3: 19th February 2015 Q4: 21st May 2015 2015-16: Q1: 24th September 2015 Q2: 26th November 2015
Passenger Rail Usage – Quarterly 2014-15	Passenger kilometres Passenger journeys Passenger revenue Timetabled train kilometres	2014-15: Q3: 5th March 2015 Q4: 4th June 2015 2015-16: Q1: 1st October 2015 Q2: 10th December 2015
Passenger Rail Service Satisfaction -	Complaints	2014-15:

Quarterly	Appeals received by London TravelWatch and Passenger Focus National rail enquiries	Q3: 19th March 2015 Q4: 18th June 2015 2015-16: Q1: 8th October 2015 Q2: 17th December 2015
Regional Rail Usage - Annual 2014-15	Regional journeys	January 2016 TBC
Rail Finance – Rail fares index – January 2015	Rail fares index	14th May 2015
Rail Finance – Annual 2014-15	Government support to the rail industry Private investment	27th August 2015
Rail Infrastructure, Assets and Environmental – Annual 2014-15	Infrastructure on the railways Average age of rolling stock Sustainable development	22nd October 2015
Key Safety Statistics – Annual 2014-15	Key safety facts Passenger key safety facts Public key safety facts Workforce key safety facts Train accidents key facts	17th September 2015

Annex 2 – List of pre-created regional rail usage profile reports available on ORR NRT 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

- 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: Details of any revisions in the future will be found at: Revisions Log

Annex 3 – 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 publish a range of rail statistics which can be found at DfT Rail Statistics

It is our intention to publish, where possible, rail statistics comparing Great Britain with other EU member states. For rail usage comparable statistics are available from Eurostat for passenger journeys and passenger kilometres at: http://epp.eurostat.ec.europa.eu/portal/page/portal/eurostat/home/.

This publication is available at orr.gov.uk

Any enquiries regarding this publication should be sent to us at orr.gov.uk