

Regional rail usage

1 April 2021 to 31 March 2022

9 February 2023

Background:

This annual statistical release contains information on regional rail usage in Great Britain. It covers **passenger journeys** within and between **Scotland**, **Wales** and the **regions of England**.

The journeys presented here do not take into account any changes of train. As a result, estimates of total journeys in this release are *lower* than the total number of annual journeys published in the **Passenger rail usage** statistical release.

Sources: LENNON and local ticketing data.

Latest year: 1 April 2021 to 31 March 2022

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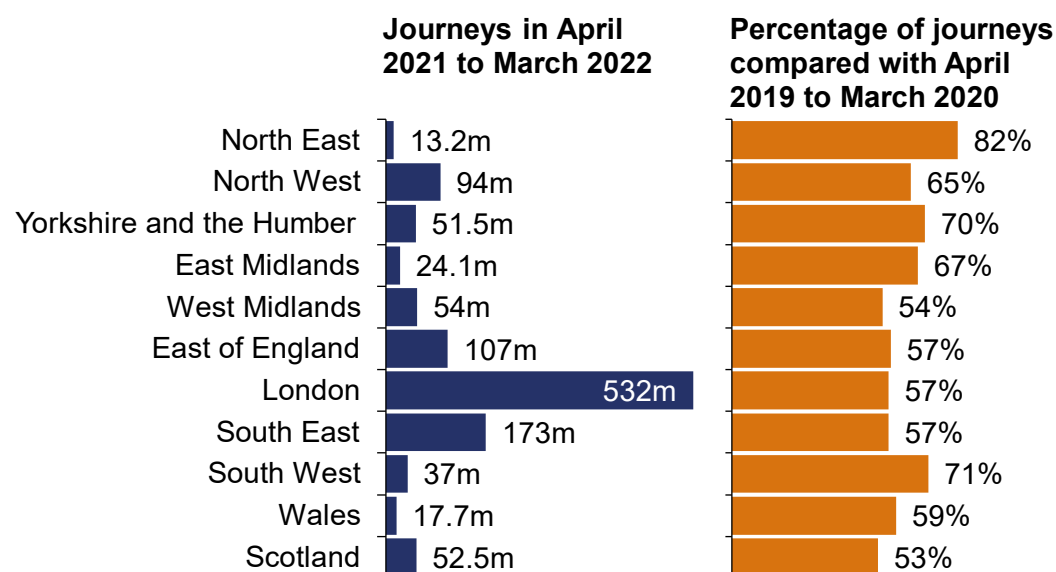
Next publication:
February 2024

With the easing of pandemic restrictions, passenger rail usage between April 2021 and March 2022 was higher than the previous year (April 2020 to March 2021) but remained lower than pre-pandemic usage two years ago (April 2019 and March 2020).

The recovery varied regionally. The **North East (82%)** recorded the highest percentage of journeys made compared with two years ago. **Scotland (53%)** recorded the lowest percentage.

Figure 1 London had the most rail journeys, but compared to pre-pandemic levels rail usage varied across Great Britain

Passenger rail usage between April 2021 and March 2022 and as a percentage of April 2019 to March 2020, by region



The **632 million journeys made *within* regions** in the latest year were equivalent to **62%** of the 1,022 million journeys made two years ago before the pandemic.

The **262 million journeys made *between* regions** in the latest year were equivalent to **54%** of the 482 million journeys made two years ago.

All data tables, a quality and methodology report and an interactive dashboard associated with this release are published on the [regional rail usage page](#) of the data portal. Key definitions are in annex 1 of this release.

1. Introduction

This release mainly compares usage during the latest year (April 2021 to March 2022) against two years ago (April 2019 to March 2020) to provide an assessment of the level of usage relative to that before the pandemic.

The statistics presented in this release are derived from the Origin Destination Matrix (ODM) which is based primarily on ticket sales, and is also used to produce [Estimates of station usage statistics](#).

The data sources and methodology used to produce these statistics is the best approach possible given Great Britain does not have a fully gated rail network or comprehensive and robust data to capture every passenger journey. There are a number of limitations that users should be aware of:

- Some ticket sales and ticketless travel are not included, which may mean that usage in some areas is underestimated.
- Usage in some areas will be overestimated due to the impact of passengers buying 'split tickets' (this is where a passenger completes a single journey using two or more tickets and is therefore counted more than once). Rail Delivery Group (RDG) estimate that overall split tickets accounted for around 6% of passenger journeys between April 2021 and March 2022.
- Ticket sales data does not always specify precise journey origins and/or destinations, so these are estimated using alternative data sources.
- Methodology improvements, e.g. inclusion of ticket sales previously not available, means that estimates are not always comparable over time. Series breaks have been added to the timeseries charts to highlight where any significant methodological changes have taken place. Some changes impact specific regions which is why series breaks have also been added to the charts for each region in section 3 of this release. Where more minor changes to methodology affect the latest data or trends presented in this release we have highlighted and tried to quantify the impact where possible in the Quality and methodology report

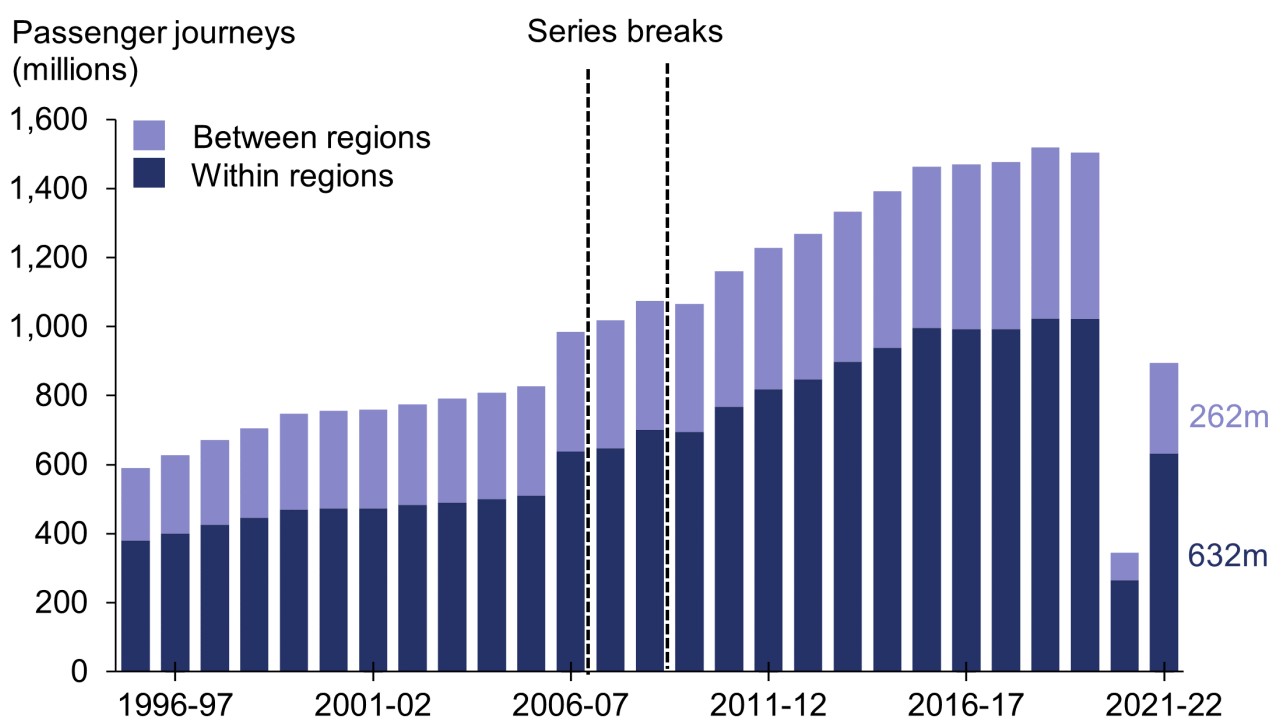
Further information on the methodology underlying these statistics and their limitations can be found in Annex 2 and in the [Quality and methodology report](#).

2. Passenger journeys in Great Britain

There were 894 million passenger journeys¹ made in Great Britain between April 2021 and March 2022. This is an increase from 344 million the previous year (April 2020 to March 2021) which was severely impacted by the pandemic. It equates to 59% of the 1,504 million journeys recorded two years ago (April 2019 to March 2020).

Figure 2.1 Passenger journeys for both within and between regions in the latest year remained below pre-pandemic levels

Number of passenger journeys within and between regions, Great Britain, annual data, 1 April 1995 to 31 March 2022 (Table 1510)



With the easing of pandemic restrictions passenger journeys within regions recovered slightly more than passenger journeys between regions. The 632 million journeys made **within regions** in the latest year represents 62% of the 1,022 million journeys made two years ago. A total of 262 million journeys were made **between regions** in the latest year. This is equivalent to 54% of the 482 million journeys made two years ago.

¹ Total journeys in this Regional rail usage statistical release (894 million) is lower than the journeys published in [Passenger rail usage](#) (990 million) as the latter takes into account the number of legs of a journey. Please see [Passenger journeys in Great Britain](#) for information on methodology differences.

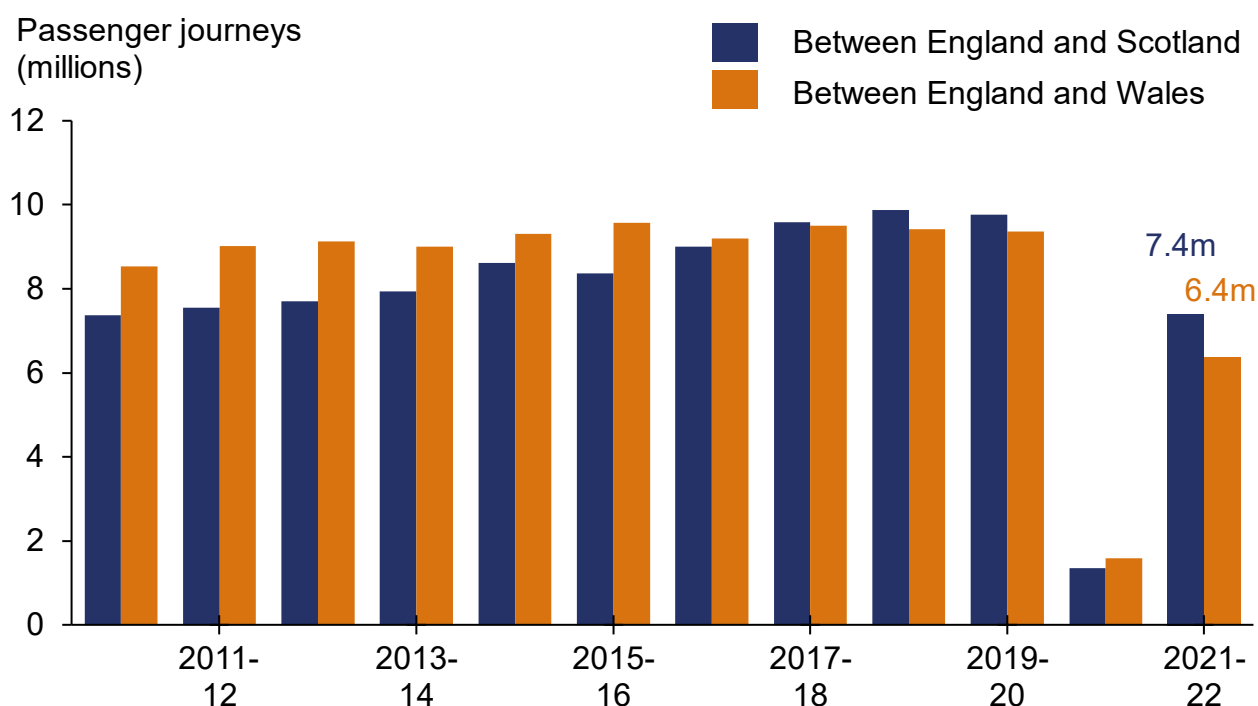
Passenger journeys between countries

There were 1.0 million more journeys between England and Scotland than there were between England and Wales in the latest year. A total of 7.4 million journeys were made between England and Scotland in the latest year, which represents 76% of the 9.8 million journeys made two years ago. 6.4 million journeys were made between England and Wales in the latest year; this equates to 68% of the 9.4 million journeys recorded two years ago.

The number of journeys made between Scotland and Wales is small relative to those between other countries. There were 23,008 journeys made between Scotland and Wales in the latest year, which equates to 57% of the 40,666 journeys made two years ago.

Figure 2.2 There were 1.0 million more journeys between England and Scotland than there were between England and Wales in the latest year

Passenger journeys between England and Scotland, and between England and Wales, annual data, 1 April 2010 to 31 March 2022 (Table 1510)



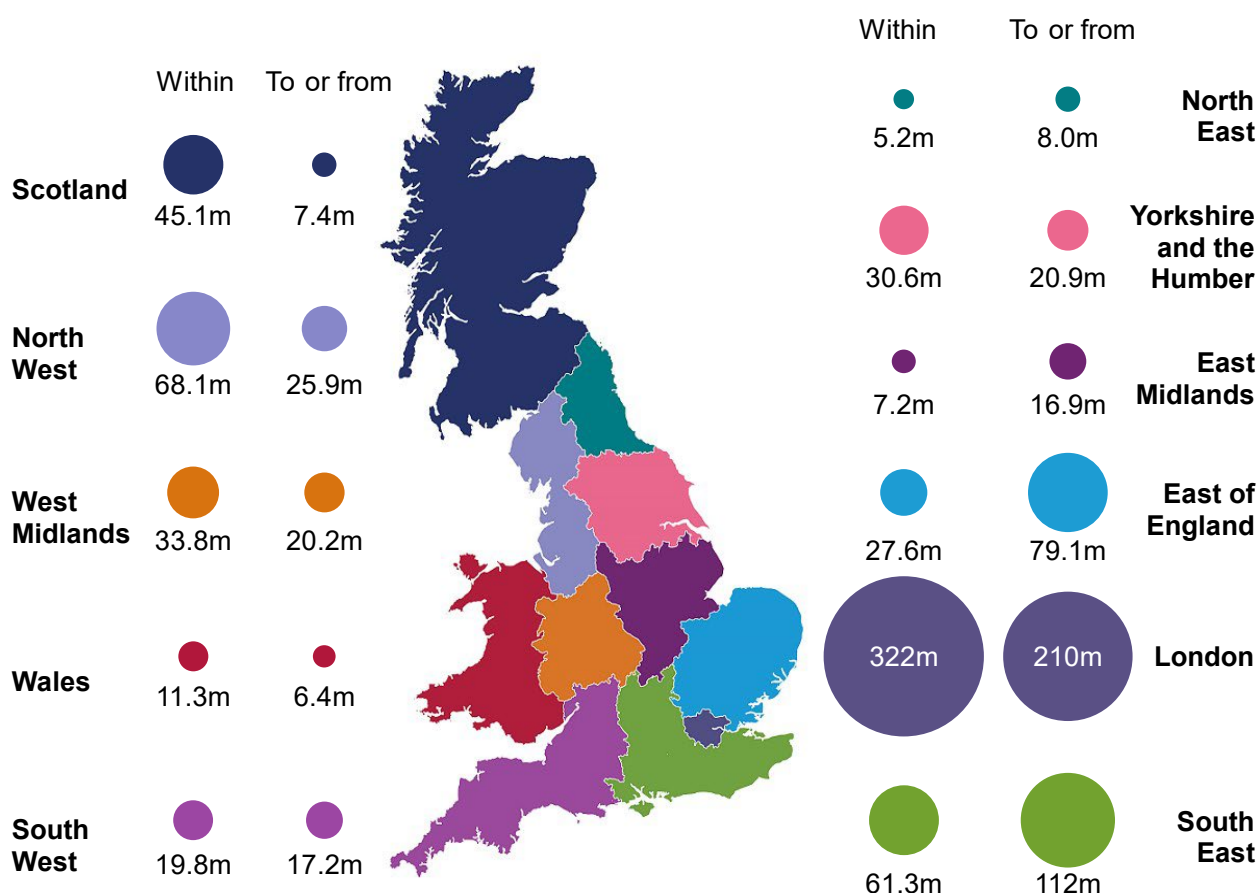
3. Regional rail usage profiles

Summary

London had the most journeys of all the regions with 532 million passenger journeys between April 2021 and March 2022, equivalent to 57% of the 940 million journeys made two years ago (April 2019 to March 2020). Of these, 322 million were made within London and 210 million were to or from other regions.

Figure 3.1 London is the region with the highest number of passenger journeys, the North East has the least

Passenger journeys within, and to or from other regions, Great Britain, April 2021 to March 2022



*Note: A total of 262 million journeys were made **between regions** between April 2021 and March 2022. For the regional rail usage profiles, each one of these journeys is counted in both regions. Therefore, journeys **to or from other regions** sum to double the actual number of journeys made. Journeys **within** regions sum to the actual total of 632 million.*

The North East had the fewest journeys with 13.2 million journeys in the latest year. This equates to 82% of the 16.2 million made two years ago, which is the highest percentage of any region.

In comparison to the previous year (April 2020 to March 2021), Scotland, Wales and all nine regions of England recorded substantial increases in journeys in the latest year, which was driven by the easing of the pandemic restrictions. However they all remained below the level of usage recorded two years ago. The North East (82%) recorded the highest percentage of journeys made two years ago. Scotland (53%) recorded the lowest percentage of journeys made two years ago.

A total of 632 million journeys **within regions** were made in the latest year, equivalent to 62% of the 1,022 million journeys made two years ago. There were 322 million passenger journeys in London, which account for more than half of all journeys within regions. As a percentage of journeys made two years ago, the North East (85%) recorded the highest percentage while Scotland (50%) recorded the lowest percentage.

The 262 million journeys made **between regions** in the latest year equated to 54% of the 482 million journeys made two years ago. Note that for the regional rail usage profiles, each one of these journeys is counted in both regions. Therefore, journeys **to or from other regions** sum to double the actual number of journeys made. After London (210 million), the South East (112 million) and the East of England (79.1 million) recorded the most journeys to or from other regions in the latest year.

Despite having the highest number of journeys these same three regions have the lowest percentage of journeys compared to two years ago. After the South East (50%), London (52%) and the East of England (52%) the next lowest was West Midlands (59%). The North East (79%) recorded the highest percentage.

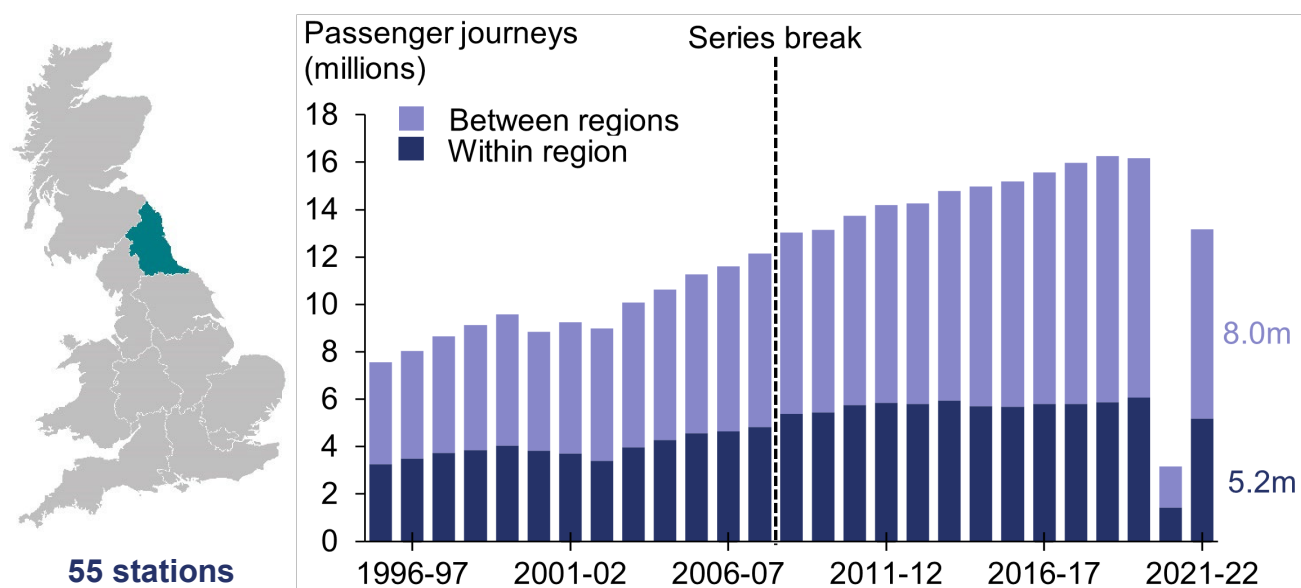
Journeys between London and the East of England or the South East accounted for almost two thirds (66%) of all journeys between regions in the latest year. This is 6 percentage points lower than two years ago when it was 72%. Journeys between London and the East of England or the South East were 50% of their pre-pandemic levels in the latest year. Other combinations² of region to region journeys were at 66% of pre-pandemic levels.

² "Other combinations" is all journeys between regions, excluding journeys between London and the East of England and between London and the South East.

North East

Figure 3.2 The North East had 13.2 million passenger journeys in the latest year

Passenger journeys, North East, annual data, 1 April 1995 to 31 March 2022 (Table 1555)



The total number of journeys for the North East region was 13.2 million between April 2021 and March 2022, which equates to 82% of the 16.2 million journeys made two years ago.

Passenger journeys for the North East fell between April 1999 and March 2003. This was driven by a decrease in journeys within the region over that period, largely due to significant engineering work between Newcastle and Sunderland as the line was upgraded for the Tyne and Wear Metro extension to Sunderland, which was completed by March 2003. Estimates for rail travel in PTE areas were included for the first time in the April 2008 to March 2009 data, this included the Tyne and Wear PTE.

The North East recorded 5.2 million journeys within the region between April 2021 and March 2022. This equates to 85% of the 6.1 million journeys made two years ago.

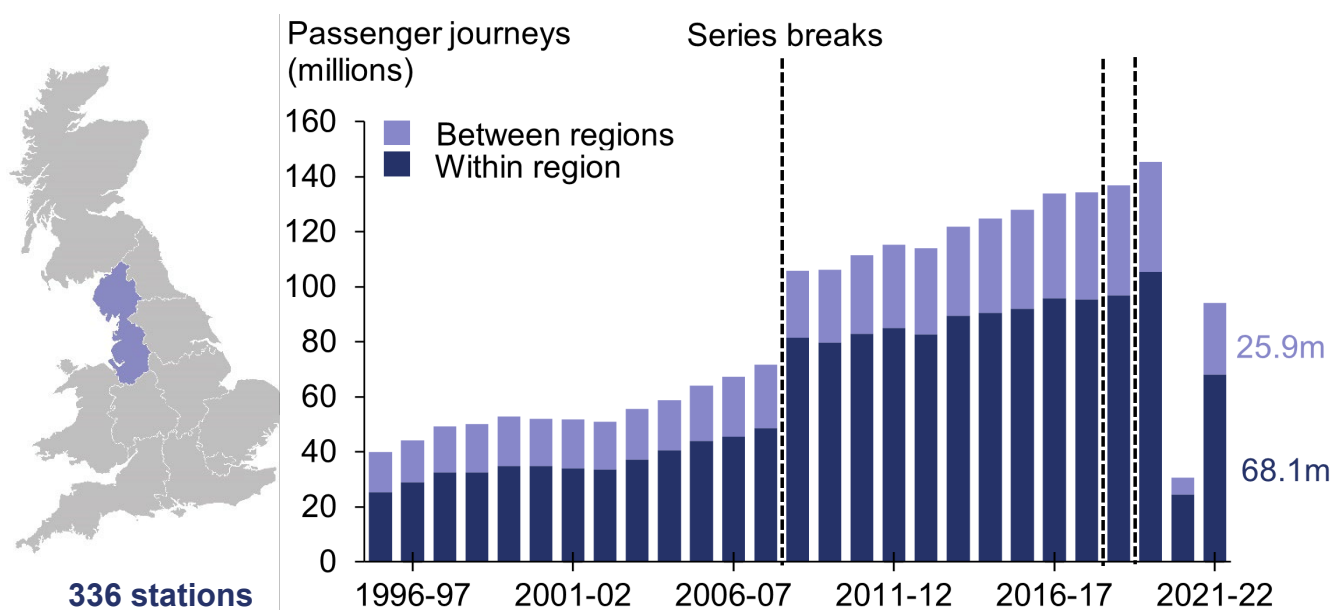
The North East recorded 8.0 million journeys to or from other regions, the equivalent of 79% of the 10.1 million journeys made two years ago. Most of these journeys were made to or from Yorkshire and the Humber (33%), London (26%), Scotland (20%), or the North West (11%).

The North East has two sub-regions (ITL2). Northumberland and Tyne and Wear accounted for 5.0 million journeys to or from other regions, whilst Tees Valley and Durham had 3.0 million journeys to or from other regions.

North West

Figure 3.3 The North West had 94 million passenger journeys in the latest year

Passenger journeys, North West, annual data, 1 April 1995 to 31 March 2022 (Table 1560)



The total number of journeys for the North West region was 94 million between April 2021 and March 2022, which equates to 65% of the 145 million journeys made two years ago.

The increase in the April 2008 to March 2009 data was the result of inclusion of new estimates for rail travel in PTE areas, which affected both Merseyside and Greater Manchester journey numbers. Then in the April 2018 to March 2019 data, an additional 3.6 million concessionary journeys within Greater Manchester were included for the first time. The following year (April 2019 to March 2020) an additional 3.6 million journeys in the Merseyside PTE area made using tickets purchased off network were included for the first time.

The North West recorded 68.1 million journeys within the region in the latest year. This equates to 65% of the 105 million journeys made two years ago.

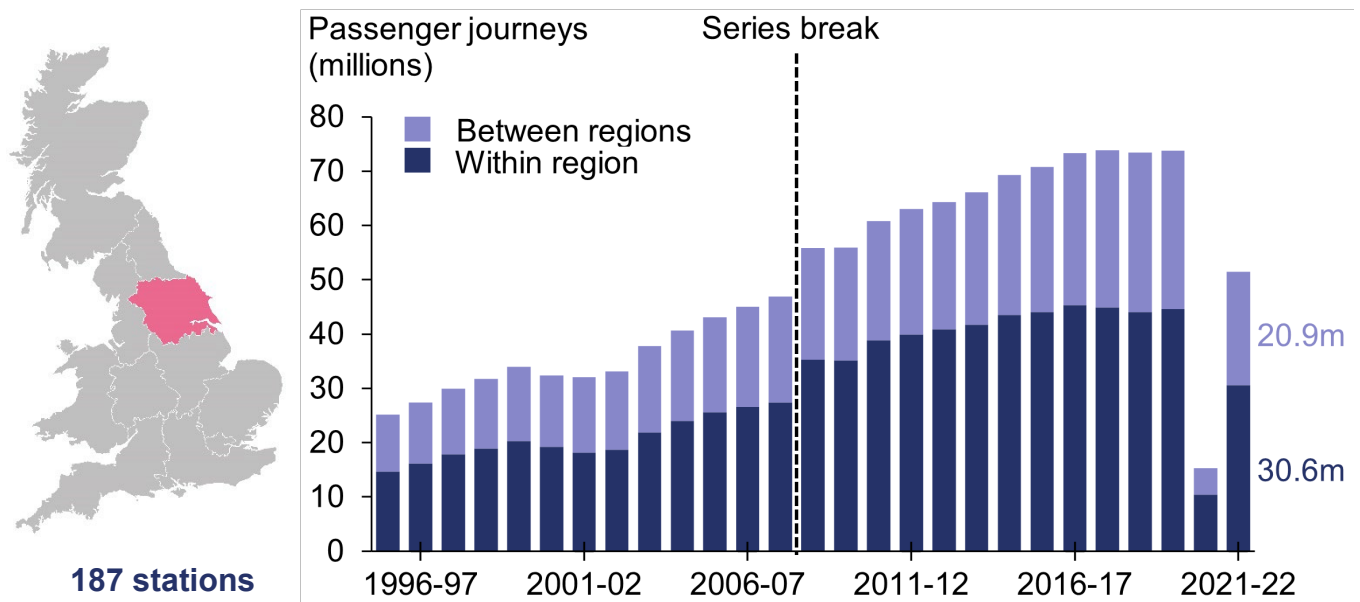
The North West recorded 25.9 million journeys to or from other regions, the equivalent of 65% of the 40.0 million journeys made two years ago. Most of these journeys were made to or from Yorkshire and the Humber (27%), London (25%) or the West Midlands (15%).

The North West has five sub-regions (ITL2) with Greater Manchester accounting for the most (13.9 million) journeys to or from other regions.

Yorkshire and the Humber

Figure 3.4 Yorkshire and the Humber had 51.5 million journeys in the latest year

Passenger journeys, Yorkshire and the Humber, annual data, 1 April 1995 to 31 March 2022 (Table 1590)



The total number of journeys for the Yorkshire and the Humber region was 51.5 million between April 2021 and March 2022, which equates to 70% of the 73.8 million journeys two years ago.

The increase in April 2008 to March 2009 was due to the introduction of new estimates of rail travel in PTE areas, which affected both South Yorkshire and West Yorkshire.

The 30.6 million journeys within Yorkshire and the Humber equate to 69% of the 44.5 million journeys made two years ago.

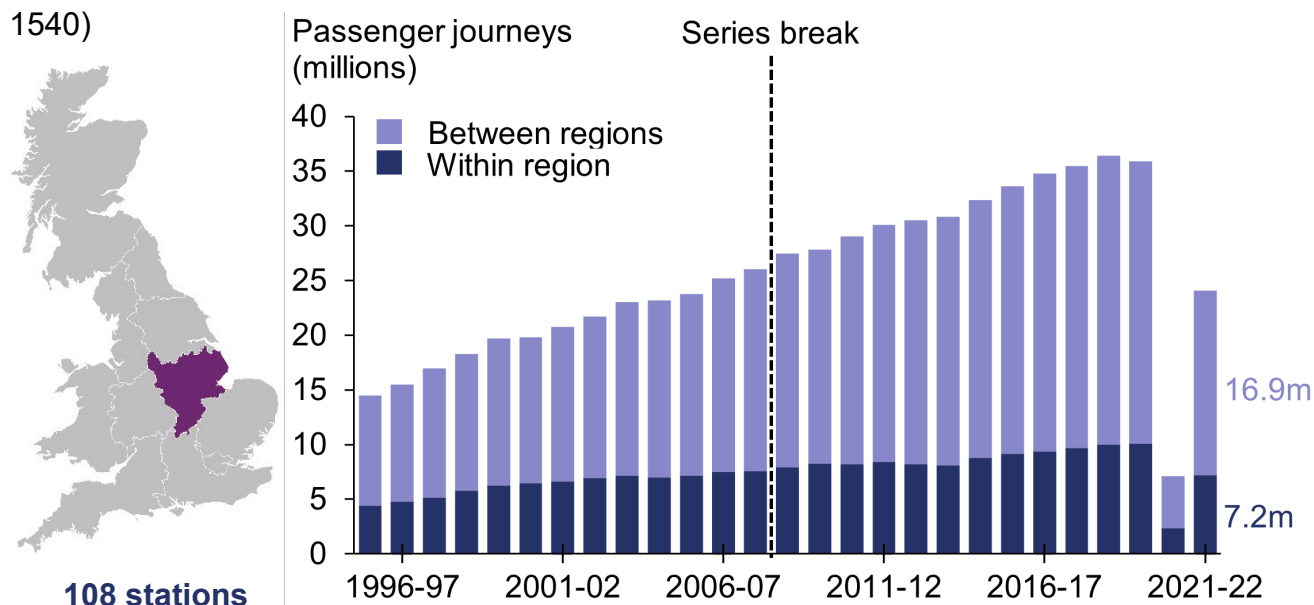
Yorkshire and the Humber recorded 20.9 million journeys to or from other regions, the equivalent of 71% of the 29.3 million journeys made two years ago. Most of these journeys were made to or from the North West (34%), London (24%), the East Midlands (17%), or the North East (13%).

Yorkshire and the Humber has four sub-regions (ITL2) with West Yorkshire accounting for the most (8.2 million) journeys to or from other regions.

East Midlands

Figure 3.5 East Midlands had 24.1 million passenger journeys in the latest year

Passenger journeys, East Midlands, annual data, 1 April 1995 to 31 March 2022 (Table 1540)



The total number of journeys for the East Midlands region was 24.1 million between April 2021 and March 2022, which equates to 67% of the 35.9 million journeys made two years ago.

In April 2008 to March 2009, estimates for rail travel in PTE areas were included for the first time including for the Greater Manchester and West Midlands PTE areas. This had an impact on the number of East Midlands journeys to or from the regions these PTEs are in, namely the North West and the West Midlands.

The 7.2 million journeys within the East Midlands equate to 71% of the 10.1 million journeys made two years ago.

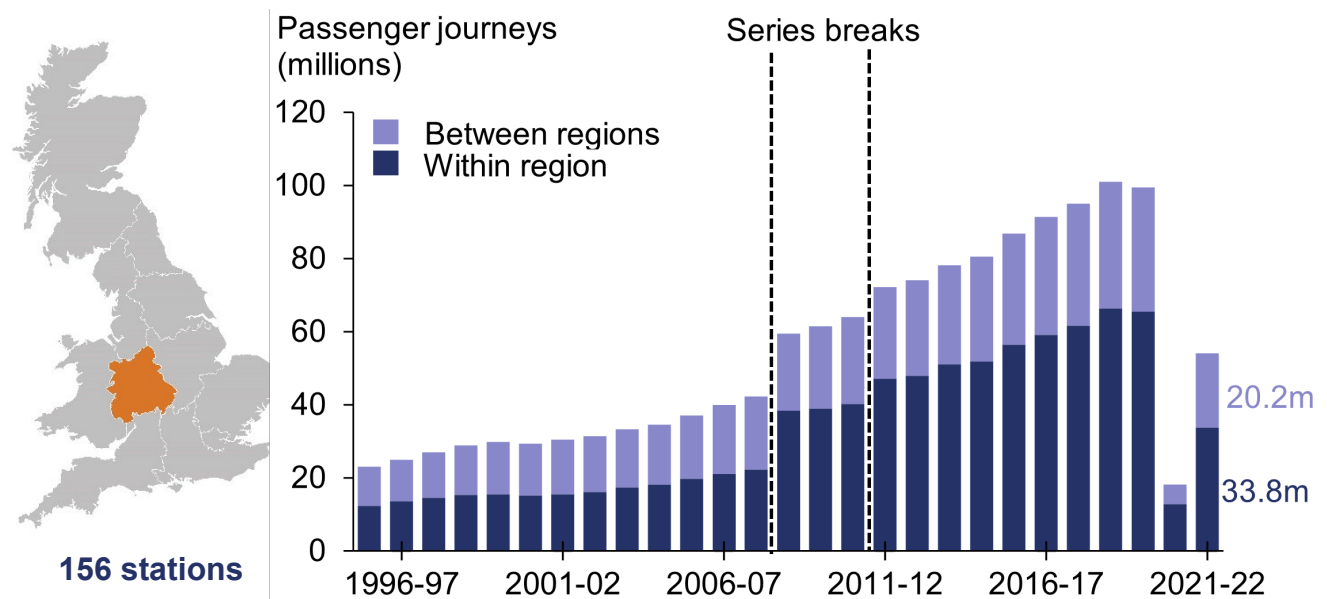
The East Midlands recorded 16.9 million journeys to or from other regions, the equivalent of 66% of the 25.8 million journeys made two years ago. Most of these journeys were made to or from London (31%), Yorkshire and the Humber (21%), the West Midlands (19%), or the North West (13%).

The East Midlands has three sub-regions (ITL2) with the Derbyshire and Nottinghamshire sub-region accounting for the most (9.1 million) journeys to or from other regions.

West Midlands

Figure 3.6 West Midlands had 54 million passenger journeys in the latest year

Passenger journeys, West Midlands, annual data, 1 April 1995 to 31 March 2022 (Table 1585)



The total number of journeys for the West Midlands region was 54 million between April 2021 and March 2022, which equates to 54% of the 99.4 million journeys made two years ago.

The increase in April 2008 to March 2009 was due to the introduction of new estimates of rail travel in PTE areas, which affected the West Midlands PTE area. The methodology for estimating usage in the West Midlands PTE area was improved in April 2011 to March 2012, adding around 5 million journeys.

The 33.8 million journeys within the West Midlands equate to 52% of the 65.5 million journeys made two years ago.

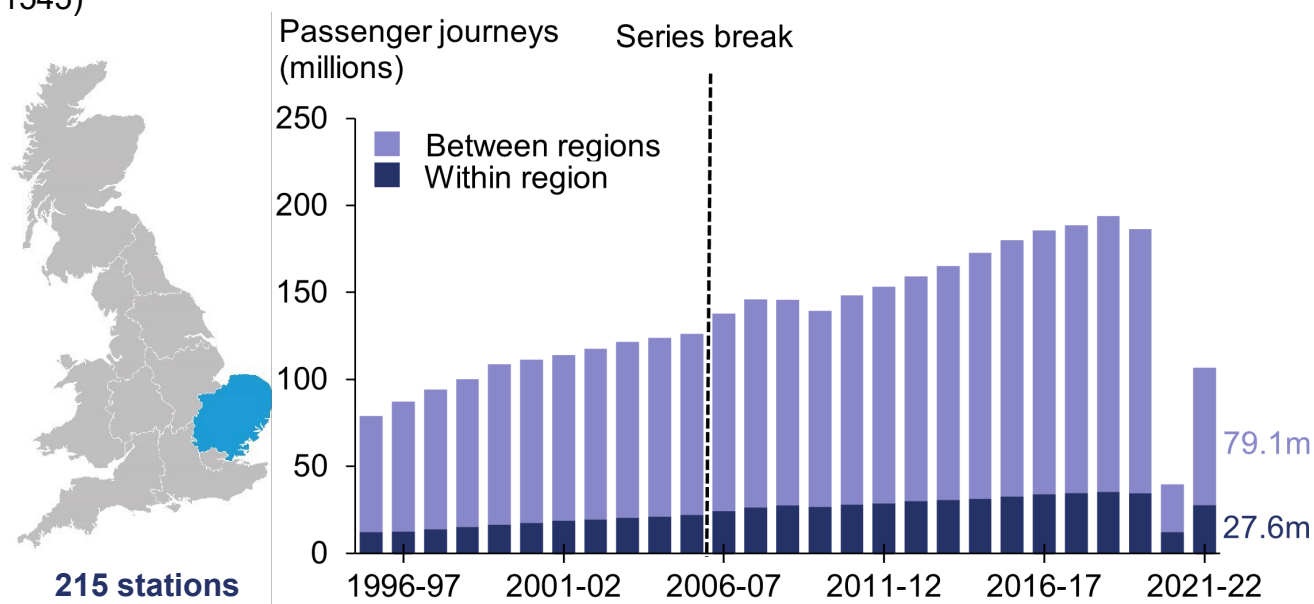
The West Midlands recorded 20.2 million journeys to or from other regions, the equivalent of 59% of the 34.0 million journeys made two years ago. Most of these journeys were made to or from London (36%), the North West (19%), the East Midlands (16%), or the South East (11%).

The West Midlands has three sub-regions (ITL2) with the West Midlands (the metropolitan county) accounting for the most (11.4 million) journeys to or from other regions.

East of England

Figure 3.7 East of England had 107 million passenger journeys in the latest year

Passenger journeys, East of England, annual data, 1 April 1995 to 31 March 2022 (Table 1545)



The total number of journeys for the East of England region was 107 million between April 2021 and March 2022, which equates to 57% of the 186 million journeys made two years ago.

The East of England was the only region to have a new station open between April 2021 and March 2022. Soham opened on 13 December 2021.

The increase in April 2006 to March 2007 was due to the introduction of new estimates for travel between London and the East of England on Transport for London sold travelcards.

The 27.6 million journeys within the East of England equate to 81% of the 34.2 million journeys made two years ago.

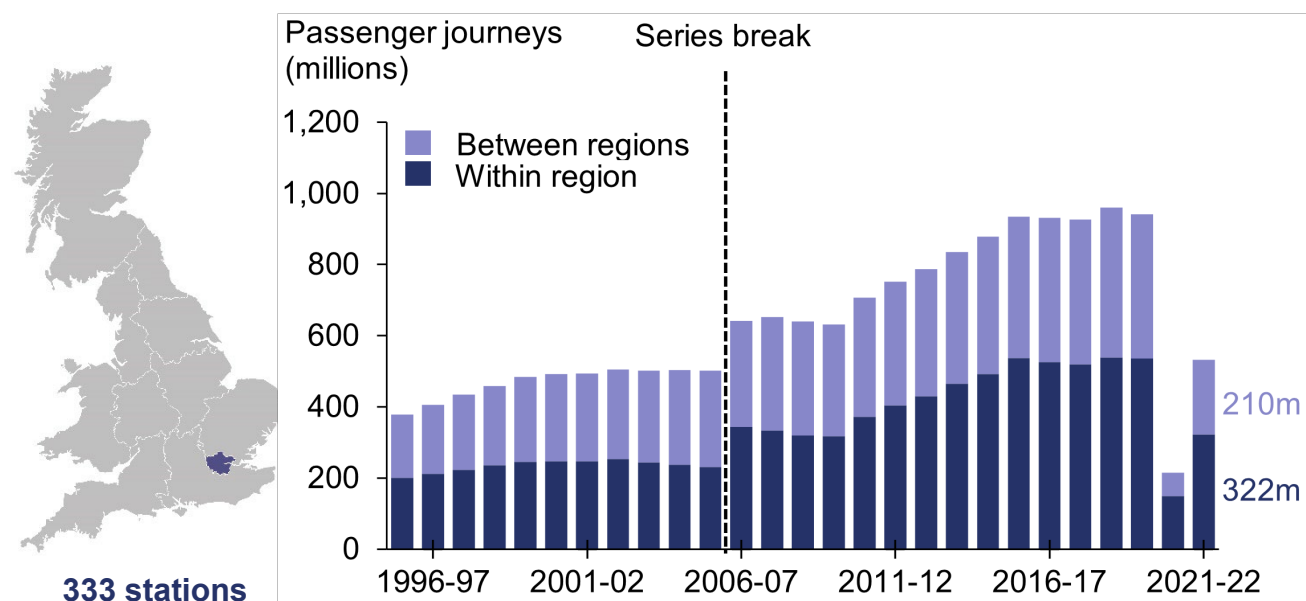
The East of England recorded 79.1 million journeys to or from other regions, the equivalent of 52% of the 152 million journeys made two years ago. London accounted for 92% of these journeys. The 72.8 million journeys to or from London in the latest year equate to 51% of the 143 million journeys recorded two years ago.

The East of England has three sub-regions (ITL2) with the Bedfordshire and Hertfordshire sub-region accounting for the most (37.8 million) journeys to or from other regions.

London

Figure 3.8 London had 532 million passenger journeys in the latest year

Passenger journeys, London, annual data, 1 April 1995 to 31 March 2022 (Table 1550)



The total number of journeys for the London region was 532 million between April 2021 and March 2022, which equates to 57% of the 940 million journeys made two years ago.

The increase in April 2006 to March 2007 was due to the introduction of new estimates of travel on Transport for London sold travelcards included in the dataset for the first time. This affected the number of journeys within London, and between London and the South East and the East of England.

The 322 million journeys within London equate to 60% of the 535 million journeys made two years ago.

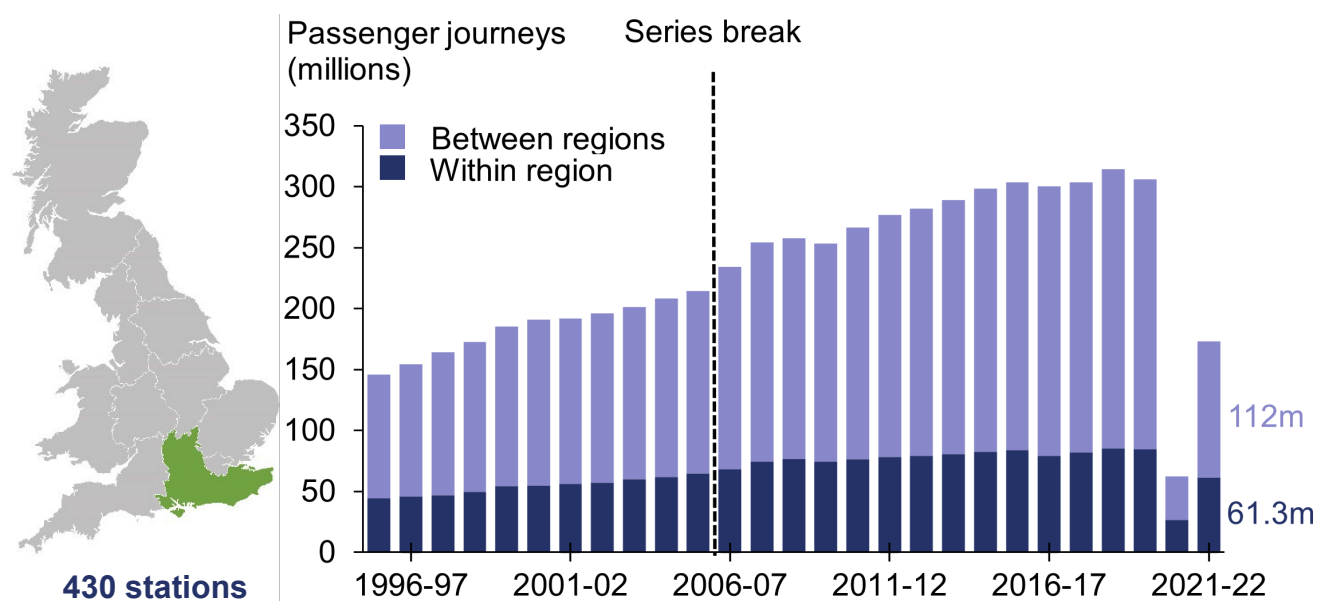
London recorded 210 million journeys to or from other regions, the equivalent of 52% of the 406 million journeys made two years ago. Most of these journeys were made to or from the South East (47%) and the East of England (35%). The 99.7 million journeys to or from the South East in the latest year equate to 49% of the 203 million journeys recorded two years ago. The 72.8 million journeys to or from the East of England in the latest year equate to 51% of the 143 million journeys recorded two years ago.

London has five sub-regions (ITL2) with Inner London - West accounting for the most (134 million) journeys to or from other regions.

South East

Figure 3.9 The South East had 173 million passenger journeys in the latest year

Passenger journeys, South East, annual data, 1 April 1995 to 31 March 2022 (Table 1570)



The total number of journeys for the South East region was 173 million between April 2021 and March 2022, which equates to 57% of the 306 million journeys made two years ago.

The increase in April 2006 to March 2007 was due to the introduction of new estimates for travel between London and the South East on Transport for London sold travelcards.

The 61.3 million journeys within the South East equate to 73% of the 84.4 million journeys made in two years ago.

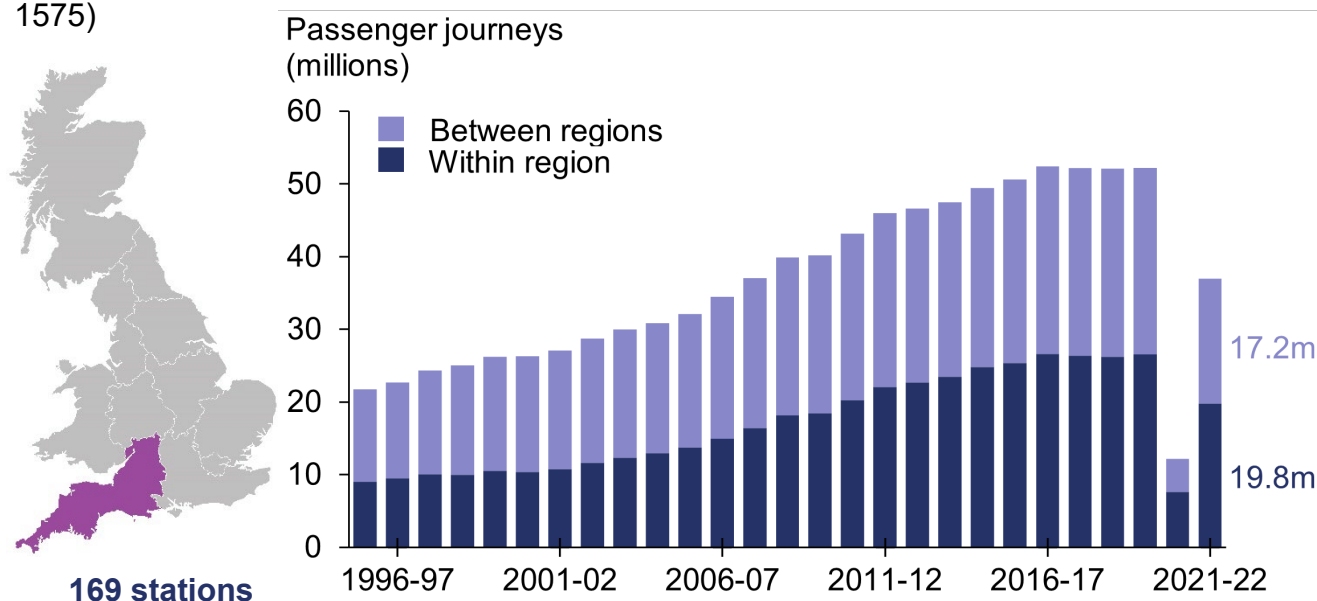
The South East recorded 112 million journeys to or from other regions, the equivalent of 50% of the 222 million journeys made two years ago. London accounted for 89% of these journeys. The 99.7 million journeys to or from London equate to 49% of the 203 million journeys recorded two years ago.

The South East has four sub-regions (ITL2) with the Surrey, East and West Sussex sub-region accounting for the most (46.8 million) journeys to or from other regions.

South West

Figure 3.10 The South West had 37 million passenger journeys in the latest year

Passenger journeys, South West, annual data, 1 April 1995 to 31 March 2022 (Table 1575)



The total number of journeys for the South West region was 37 million between April 2021 and March 2022, which equates to 71% of the 52.2 million journeys made two years ago.

The 19.8 million journeys within the South West equate to 75% of the 26.5 million journeys made two years ago.

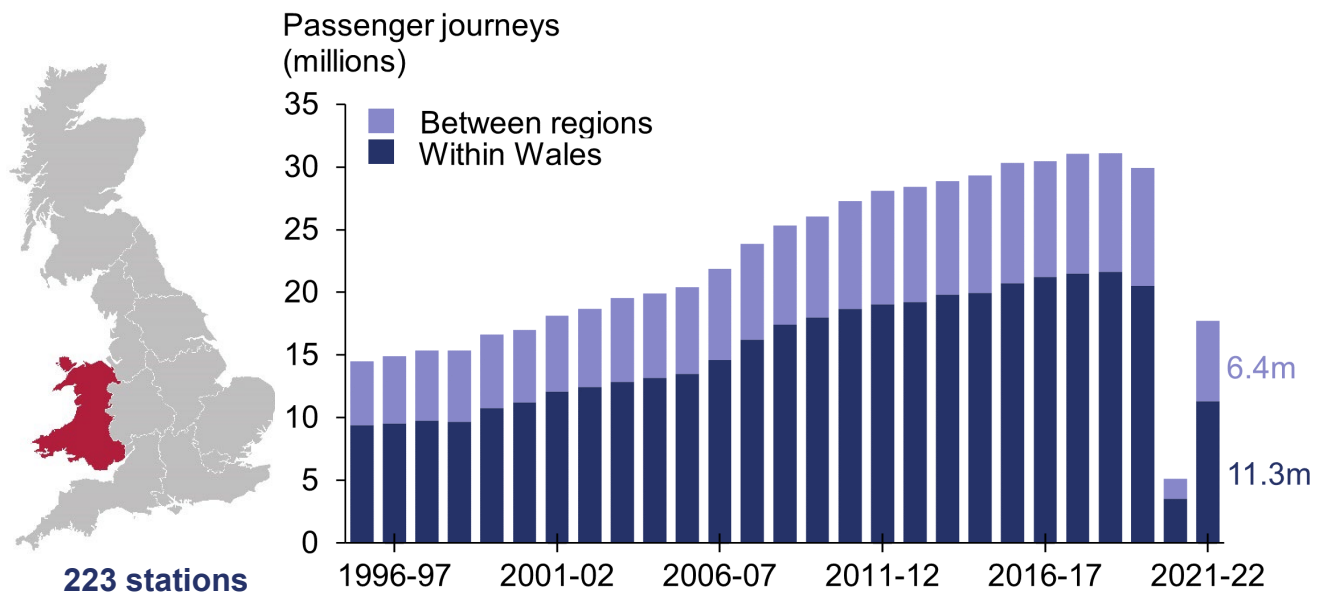
The South West recorded 17.2 million journeys to or from other regions, the equivalent of 67% of the 25.6 million journeys two years ago. Most of these journeys were made to or from London (45%), the South East (28%) or Wales (12%).

The South West has four sub-regions (ITL2) with the Gloucestershire, Wiltshire and Bristol/Bath area sub-region accounting for the most (10.6 million journeys) to or from other regions.

Wales

Figure 3.11 Wales had 17.7 million passenger journeys in the latest year

Passenger journeys, Wales, annual data, 1 April 1995 to 31 March 2022 (Table 1580)



The total number of journeys for Wales was 17.7 million between April 2021 and March 2022, which equates to 59% of the 29.9 million journeys made two years ago.

The 11.3 million journeys within Wales equate to 55% of the 20.5 million journeys made two years ago.

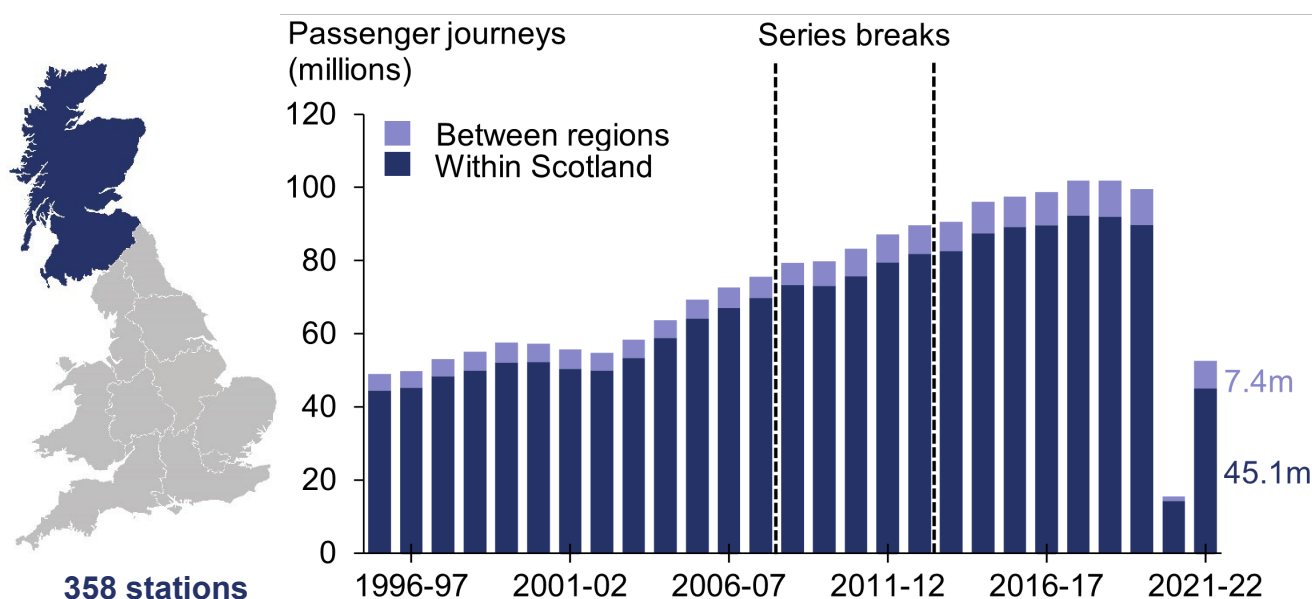
Wales recorded 6.4 million journeys to or from other regions, the equivalent of 68% of the 9.4 million journeys made two years ago. Most of these journeys were made to or from the South West (31%), the North West (23%), London (21%) or the West Midlands (15%).

Wales has two sub-regions (ITL2). East Wales accounted for 4.2 million journeys to or from other regions, whilst West Wales and The Valleys had 2.2 million journeys to or from other regions.

Scotland

Figure 3.12 Scotland had 52.5 million passenger journeys in the latest year

Passenger journeys, Scotland, annual data, 1 April 1995 to 31 March 2022 (Table 1565)



The total number of journeys for Scotland was 52.5 million between April 2021 and March 2022, which equates to 53% of the 99.6 million journeys made two years ago.

In April 2008 to March 2009, estimates for rail travel in PTE areas were included for the first time including for the Strathclyde PTE area. Then in April 2013 to March 2014, the methodology for estimating journeys using Strathclyde PTE tickets was improved resulting in a decrease of around 2.2 million journeys.

The 45.1 million journeys within Scotland equate to 50% of the 89.7 million journeys made two years previously.

Scotland recorded 7.4 million journeys to or from other regions, the equivalent of 76% of the 9.8 million journeys made two years ago. Most journeys to or from other regions were made to or from London (29%), the North West (27%), or the North East (22%).

Scotland has five sub-regions (ITL2) with Eastern Scotland accounting for the most (4.9 million) journeys to or from other regions.

4. Annexes

Annex 1 – Definitions

- **Origin Destination Matrix (ODM)** – a comprehensive matrix of passenger flows throughout Great Britain.
- **MOIRA2.2 base matrix** – produced by Resonate as an input into the MOIRA2.2 rail panning tool, it provides an estimate of journeys on the Great Britain rail network for the duration of a financial year. It includes all journeys associated with point to point flows and includes overlays (“infills”) to reflect travel using tickets not included in LENNON (e.g. London Travelcards and some specific tickets to or from airports and multi-modal and zonal products sponsored by PTEs).
- **Lennon** – ‘Latest Earnings Networked Nationally Over Night’ is the rail industry’s ticketing and revenue system. It contains information on the majority of national rail tickets purchased in Great Britain. However, it excludes some tickets sales.
- **Passenger Transport Executive (PTE)** – There are six metropolitan counties in England. These are Greater Manchester, Merseyside, South Yorkshire, Tyne and Wear, West Midlands, West Yorkshire. Formerly, each of these areas had a Passenger Transport Executive (PTE), which was a local government body with public transport responsibilities. They were accountable to Integrated Transport Authorities (ITAs), which have now been reformed into Combined Authorities, some with a larger geographic coverage than the ITA they replace. Some Combined Authorities (Greater Manchester, Merseyside, North East, South Yorkshire) continue to have a free-standing transport executive, whilst in others (West Midlands and West Yorkshire) the transport executive has been incorporated within the Combined Authority. In Scotland the Strathclyde Partnership for Transport is the equivalent body covering the region of Strathclyde. For convenience, in this report we continue to refer to these seven areas as PTEs.
- **Passenger journeys** are estimated based on travel from an origin station to a destination station. For the purpose of these statistics, travel between an origin and destination counts as one journey irrespective of any changes of train. For example, a journey from Leicester to Manchester 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 this example as two journeys.

- The data are disaggregated by the following geographies, which are based upon the [2021 International Territorial Levels \(ITL\)](#) classification. These were formerly known as **Nomenclature of Territorial Units for Statistics (NUTS)** areas:
 - **ITL1 – Scotland, Wales, and Regions of England:** journeys within each ITL1 area and journeys between each pair of ITL1 areas.
 - **ITL2 – Groups of local government areas:** journeys within an ITL1 area beginning and/or ending within an ITL2 area and journeys to or from other ITL1 areas beginning or ending within an ITL2 area:
 - **London** (five areas): Inner London (East and West) and Outer London (East and North East, South, and West and North West).
 - **Rest of England:** counties, groups of counties, and metropolitan counties/combined authority areas.
 - **Scotland** (five areas): Eastern, North Eastern, Southern, West Central, and Highlands and Islands.
 - **Wales** (two areas): West Wales and The Valleys and East Wales.

Further information on the local authorities in each of the ITL2 areas can be found in the quality and methodology report on the [regional rail usage page](#).

Annex 2 – Quality and methodology

Data sources and Methodology

These statistics are **estimates** derived from the Origin Destination Matrix (ODM) which is a comprehensive matrix of passenger flows throughout Great Britain. The journey data in the ODM are primarily based on sales data from LENNON, the rail industry's ticketing and revenue system. These are supplemented with some local ticketing data.

The methodology described in detail in the [Quality and methodology report](#). This methodology is the best approach possible given Britain does not have a fully gated rail network or comprehensive and robust count data at every station. However, these data do have weaknesses when utilised for this purpose and, although some of these are catered for in the methodology and we continue to seek improvements to address identified issues, the user should be aware of these acknowledged limitations and bear these in mind when using the data. The key **limitations** are listed below and detailed in the Quality and Methodology report.

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 Leicester to Manchester would be classed as one journey despite the need to change trains. For the [Passenger rail usage](#) statistical release, this example would count as two journeys, taking into account the number of legs of a journey. This release, therefore, produces lower estimates than the annual number of journeys published in the Quarter 4 (January to March) Passenger rail usage statistical release for the corresponding year. Please see [Passenger journeys in Great Britain](#), which explains the differences in more detail.

Station to station flow data are commercially confidential. As a result, we are unable to provide more disaggregated rail usage data without permission from train operators.

Limitations

A number of limitations for these statistics are given on page 2 of this document. It is important to be aware of these when using the Regional rail usage statistics.

Methodology changes

The methodology to produce the ODM and therefore Regional rail usage statistics is reviewed annually, and enhancements are implemented to address known issues. Often these enhancements utilise new sources of data that were not previously available and improve the estimates.

A number of improvements to the methodology have been implemented over recent years. These improvements 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. Significant changes to methodology are highlighted by series breaks within charts. Where other methodology improvements affect the latest figures or trends presented, we have highlighted and tried to quantify the impact where possible.

Key methodology changes made this year and their impact on regional rail usage are listed below. Further detail of recent and historical methodological improvements can be found in Annex 2 of the [Quality and methodology report](#).

- An additional 98,200 entries and exits have been added to stations across the Tyne and Wear Passenger Transport Executive (PTE) area as a result of additional tickets being included in the dataset for the first time. This increased usage estimates across the Tyne and Wear PTE area by 1.3%.
- This year an updated distribution has been used for allocating entries and exits for West Yorkshire PTE tickets. The new distribution uses latest year (April 2021 to March 2022) data (replacing the April 2019 to March 2020 data), better reflecting post-pandemic travel patterns. The sample size is also greater than the previous data, covering a full year rather than one week.
- Gateline data has been supplied by Heathrow Airport. This has been used to update the distribution of entries and exits across the three Heathrow stations and enabled a more accurate estimate of usage at each one.
- Following a review of tickets included in the estimates, a number of products were identified for inclusion for the first time. This includes the Derbyshire Wayfarer, Brighton and Worthing Unizone cards and more derivatives of the Bristol Freedom Pass product. This led to an addition of 616,000 entries and exits.

How these statistics can and cannot be used



- Monitoring the number of annual journeys within and between Scotland, Wales, and regions of England
- Monitoring how usage in different regions changes over time (subject to methodology changes) and insights as to why
- Comparing the relative rail usage in regions and sub-regions (ITL2 areas) across the whole of Great Britain



- Monitoring passenger rail usage by train operating company or by ticket type (refer to [Passenger rail usage statistics](#))
- Monitoring the number of entries and exits or interchanges at individual stations (refer to [Estimates of station usage](#))
- Exploring rail journey flows between origin and destination stations

Revisions

There have been no revisions to previously published data. Further details on any previous revisions can be found in the [Revisions log](#).

Further information on data sources, quality and the methodology used to calculate the data within this release can be found in the [Regional rail usage quality and methodology report](#).

Annex 3 – List of data tables associated with this release and other related statistics

Data tables

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

All tables associated with this release can be found under the Data tables heading at the bottom of the [Regional rail usage page](#). The format of these tables have been changed to improve accessibility.

- Regional passenger journeys between England, Scotland and Wales – Table 1510
- Regional passenger journeys between regions – Table 1520
- Regional passenger journeys – East Midlands – Table 1540
- Regional passenger journeys – East of England – Table 1545
- Regional passenger journeys – London – Table 1550
- Regional passenger journeys – North East – Table 1555
- Regional passenger journeys – North West – Table 1560
- Regional passenger journeys – Scotland – Table 1565
- Regional passenger journeys – South East – Table 1570
- Regional passenger journeys – South West – Table 1575
- Regional passenger journeys – Wales – Table 1580
- Regional passenger journeys – West Midlands – Table 1585
- Regional passenger journeys – Yorkshire and the Humber – Table 1590

Other related data

Passenger rail usage (ORR):

[Quarterly statistics reporting the volume of passenger journeys, kilometres and revenue on the mainline network in Great Britain](#). Statistics are presented by ticket type, sector, and train operating company. Long-running time series on passenger journeys (Table 1220) and passenger kilometres (Table 1230) are updated annually.

Estimates of station usage (ORR):

[Annual statistics providing estimates for the numbers of entries/exits and interchanges for each mainline station of Great Britain](#). These estimates are also based on the ODM.

Passenger numbers and crowding (Department for Transport):

[Rail passenger numbers and crowding statistics](#) provides information on the number of passengers travelling by rail into and out of major city centres in England and Wales. The statistics represent passengers on National Rail services on a 'typical' weekday.

Annex 4 – ORR’s statistical publications

Statistical Releases

This publication is part of ORR’s [National Statistics](#) accredited releases, which consist of eight annual publications: **Estimates of station usage; Rail industry finance (UK); Rail fares index; Rail safety statistics; Rail infrastructure and assets; Rail emissions; Regional rail usage**; and four quarterly publications: **Passenger rail performance; Freight rail usage and performance; Passenger rail usage; Passenger rail service complaints**.

In addition, ORR also publishes a number of Official Statistics, which consist five annual publications: **Common Safety Indicators; Passenger satisfaction with complaints handling; Train operating company key statistics; Occupational health; Rail statistics compendium**; and four quarterly publications: **Signals passed at danger (SPADS); Delay compensation claims; Disabled Person’s Railcards (DPRC); Passenger assistance**.

All the above publications are available on the [data portal](#) along with a list of [publication dates](#) for the next 12 months.

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**.

The majority of our [statistical releases were assessed in 2012](#) and hold National Statistics status. Since this assessment we have improved the content, presentation and quality of our statistical releases. In addition, in July 2019 we launched our new data portal. Therefore, in late 2019 we worked with the [Office for Statistics Regulation](#) (OSR) to conduct a compliance check to ensure we are still meeting the standards of the Code. On 4 November 2019, [OSR published a letter](#) confirming that ORR’s statistics should continue to be designated as National Statistics. OSR found many positive aspects in the way that we produce and present our statistics and welcomed the range of improvements made since the statistics were last assessed. [Estimates of Station Usage statistics were assessed in 2020](#).

For more information on how we adhere to the Code please see our [compliance statements](#). For more details or to provide feedback, please contact the Statistics Head of Profession (Lyndsey Melbourne) at rail.stats@orr.gov.uk.



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