Regional rail usage
April 2024 to March 2025

4 December 2025

Passenger rail usage from April 2024 to March 2025 was higher than the previous year (April 2023 to March 2024) for journeys made both within and between regions in England, Scotland and Wales.

Figure 1   London had the highest number of regional rail journeys

Regional passenger rail journeys (millions) to, from or within a region, April 2024 to March 2025

Regional passenger journeys (millions)

Region	Journeys
North East	19.1m
North West	131.4m
Yorkshire and the Humber	72.0m
East Midlands	36.4m
West Midlands	85.1m
East of England	173.4m
London	1,008.7m
South East	279.3m
South West	55.7m
Wales	30.0m
Scotland	89.4m

The **1,084 million journeys made *within* regions** in the latest year was a **7% increase** on the previous year.

The **448 million journeys made *between* regions** in the latest year was an **8% increase** on the previous year.

We have made changes to this year's publication and are considering **combining it with our Estimates of station usage statistics** next year. Further details can be found on page 2. For feedback or questions, please email rail.stats@orr.gov.uk.

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 ORR data portal. Key definitions are in Annex 1 of this release.

1. Introduction

Context for these statistics

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 our Estimates of station usage statistics.

The data sources and methodology used to produce these statistics are the best approaches possible given Great Britain does not have a fully gated rail network or comprehensive and robust data to capture every passenger journey. However, 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.

- Ticket sales data does not always specify precise journey origins and/or destinations, so these are estimated using alternative data sources.

- Assumptions are made about the number of journeys made with multi-use tickets e.g. that each weekly season ticket will be used to make 10.3 journeys.

- Passengers may purchase tickets from/to different stations to the ones they use in practice, e.g. to stations at the end of the fare zone.

- Methodology improvements, e.g. inclusion of ticket sales previously not available, means that estimates are not always comparable over time. For the April 2024 to March 2025 statistics, improvements were made to journey estimates made with Passenger Transport Executive tickets and also to take account of split ticketing. Series breaks have been added to the timeseries charts to highlight where any significant methodological changes have taken place.

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

Changes to these statistics

To shorten and simplify this year's release, we have removed the regional profiles that have been included in previous years. This content can now be found in the interactive dashboard on the ORR data portal.

Given the links between these statistics and our Estimates of station usage statistics, we are considering combining these publications next year. For feedback or questions, please email rail.stats@orr.gov.uk.

2. Passenger rail journeys in Great Britain

There were 1,532 million passenger rail journeys[1] made in Great Britain from April 2024 to March 2025. This is an increase (up 7%) from the 1,427 million journeys made in the previous year (April 2023 to March 2024).

In the latest year, passenger journeys *between* regions increased slightly more than passenger journeys *within* regions, compared with the previous year. The 1,084 million journeys made within regions in the latest year represents a 7% increase on the 1,012 million journeys made within regions in the previous year. Meanwhile, the 448 million journeys made between regions in the latest year represents an 8% increase on the 415 million journeys made between regions in the previous year.

Figure 2.1   Passenger rail journeys both within and between regions increased

Number of passenger rail journeys (millions) within and between regions, Great Britain, annual data, April 1995 to March 2025 (Table 1510)
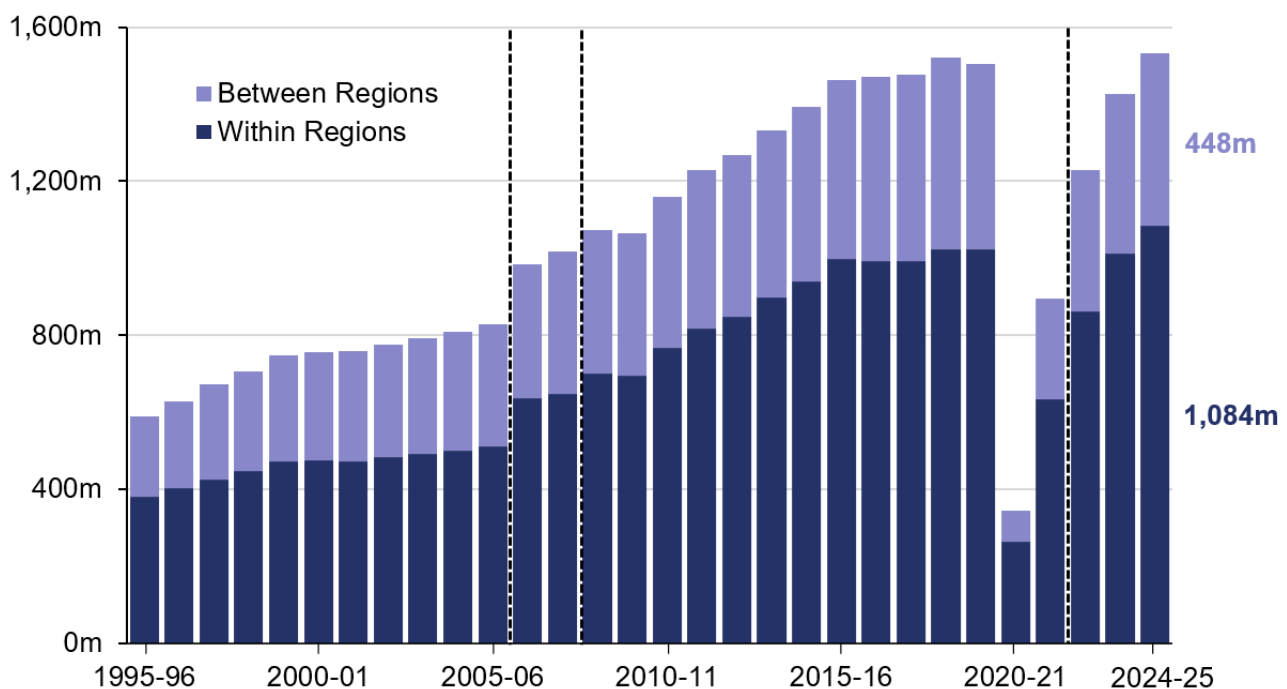
Note: Vertical dashed lines represent breaks in the time series.

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[1] Total journeys in this Regional rail usage statistical release (1,532 million) are lower than the journeys published in Passenger rail usage (1,729 million) as the latter takes into account the number of legs of a journey. Please see the regional rail usage quality and methodology report for further information.

Passenger rail journeys between countries

A total of 11.3 million passenger rail journeys were made between England and Scotland in the latest year, a 11% increase on the previous year.

There were 0.8 million more journeys between England and Scotland than there were between England and Wales in the latest year (April 2024 to March 2025).

There were 10.5 million journeys made between England and Wales in the latest year, a 6% increase on the previous year.

The number of journeys made between Scotland and Wales is small relative to those between other countries and regions of England. There were 61,300 journeys made between Scotland and Wales in the latest year, a 15% increase on the previous year.

Figure 2.2   There were more passenger rail journeys between England and Wales than there were between England and Scotland

Passenger rail journeys (millions) between England and Scotland, and between England and Wales, annual data, April 1995 to March 2025 (Table 1510)
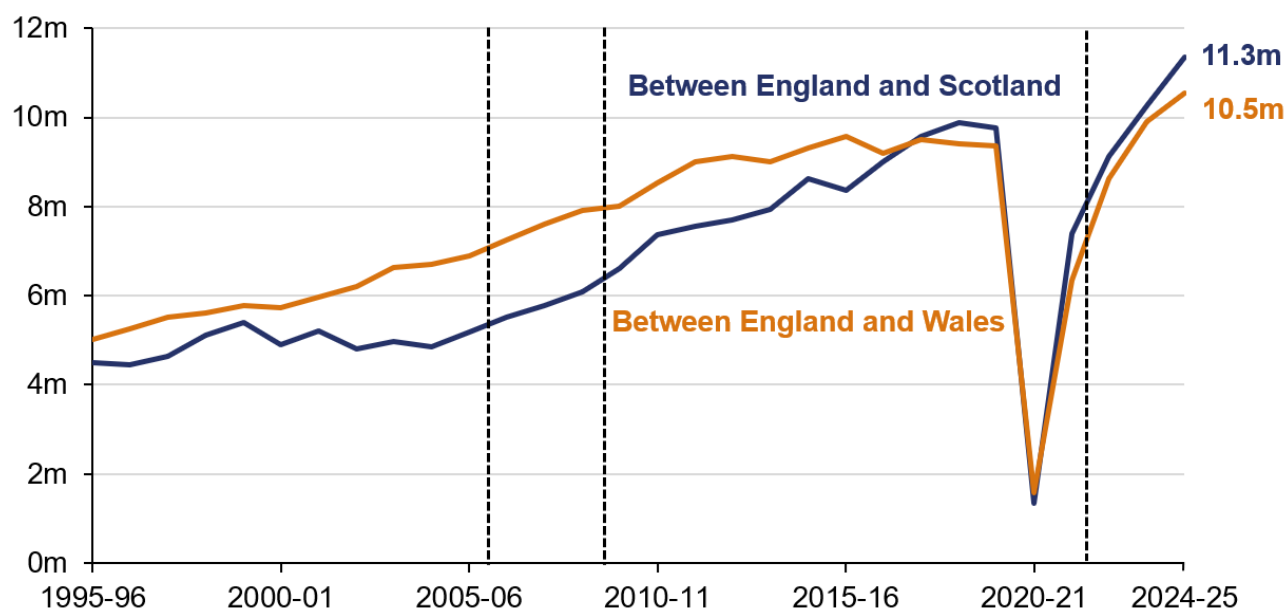

Note: Vertical dashed lines represent breaks in the time series.

3. Rail usage by region

In the latest year (April 2024 to March 2025), London had the most passenger rail journeys to, from or within the region, with 1,009 million. The number of journeys increased in each region compared with the previous year. The North East, East Midlands, East of England and South East all had more journeys to or from other regions than within regions, with the highest proportion of journeys made to or from other regions in the East of England (80%). The other seven regions all had more journeys within the region than to or from other regions with the highest proportion of journeys made within its own region in Scotland (87%).

Figure 3.1   London had the highest number of passenger rail journeys, while the North East had the least

Passenger rail journeys (millions) within the region and to or from other regions, by region, Great Britain, April 2024 to March 2025
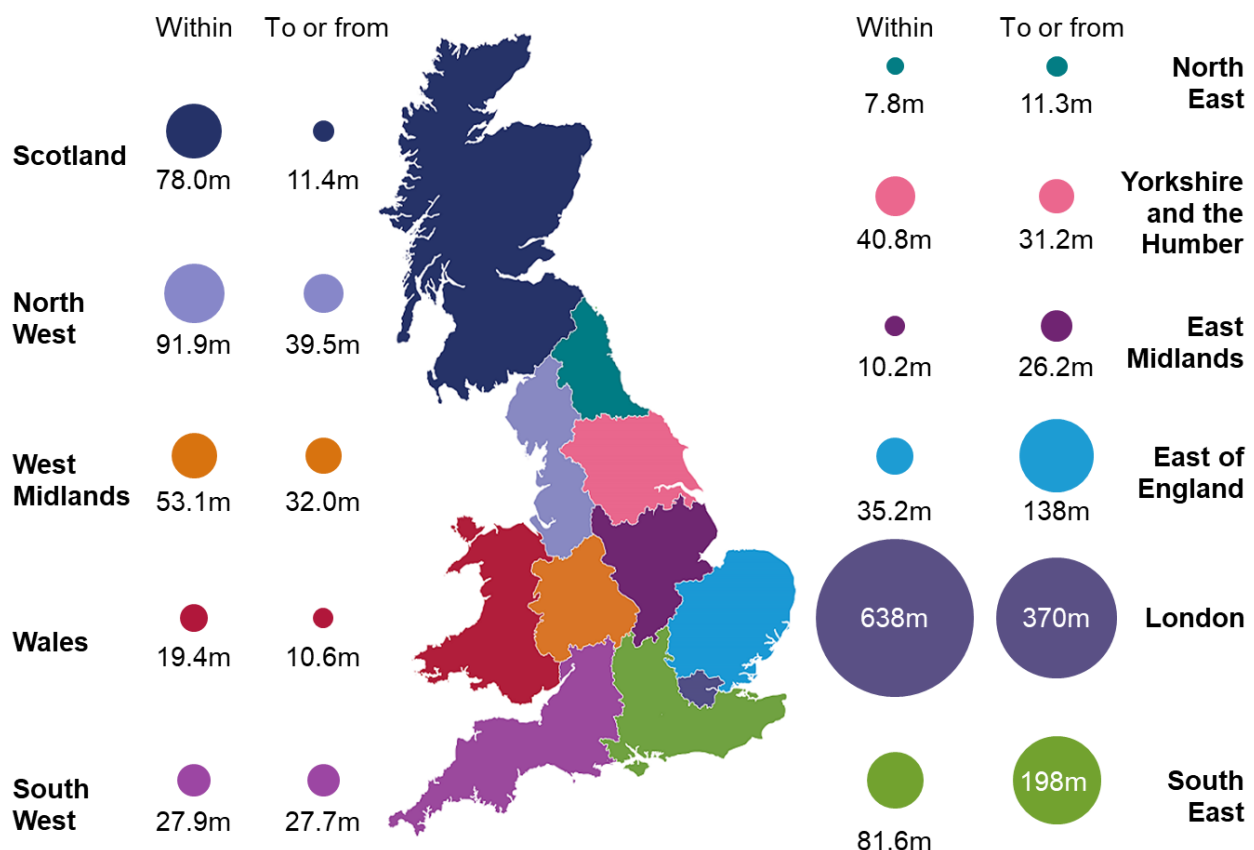
Further information on rail usage by region can be found on our interactive dashboard on the ORR data portal. The dashboard includes additional information on passenger rail flows between local authorities.

4. Annexes

Annex 1 – Definitions

- **Origin Destination Matrix** (**ODM**) – a comprehensive matrix of passenger flows throughout Great Britain.

- **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 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 statistics](#), which would class this example as two journeys.

- **Regional journeys** are the sum of journeys within a region and all journeys which have either an origin or destination station which falls within the region.

- The data is 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.

- The data is also disaggregated by [**local authority county or unitary**](#). In this publication, the geography is referred to as '**local authority**'. Further information can be found in the [station attributes for all mainline stations table](#) notes. 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](#) of the data portal.

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 is primarily based on sales data from LENNON, the rail industry's ticketing and revenue system. This is 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, this data has 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 given on page 2 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 statistics](#), 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.

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 and tables.

Key methodological changes made for the April 2024 to March 2025 ODM and their impact on Regional rail usage are listed below. Information on historical methodological improvements can be found in Annex 2 of the [Quality and methodology report](#).

- A methodological adjustment was developed to adjust the ODM such that, when flow level data is summed to calculate total demand to/from each station within a station group, it aligns more closely with the splits published in station usage, which are directly based on counts data.
- A methodological adjustment was developed for calculating the PTE infills for Strathclyde (updated distribution of Zonecard data as well as incorporation of new Zonecard products), West Yorkshire (unchanged distribution of infill demand based on MCard data), Merseyside (updated total rail trip estimates and distribution for Trio, Saveaway and Concessions tickets), and West Midlands (updated concessionary uplift assumptions).
- A methodological enhancement was introduced to better represent the origin and destination stations of rail legs of journeys undertaken in the London contactless (CPAY) area. This adjustment has resulted in an increase of 33 million entries and exits (equivalent of 16.5 million journeys) in the latest year, with the largest impacts being observed at major interchange stations such as West Ham, Seven Sisters and Queen's Park.

Revisions

There have been no revisions to previously published data.

Data presented in this release is correct at the time of publication but may change due to subsequent revisions.

Details on previous revisions can be found in the Revisions log.

How these statistics can 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 across the whole of Great Britain

How these statistics cannot be used

- 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 statistics)
- Exploring rail journey flows between origin and destination stations (refer to the Origin and Destination Matrix (ODM))

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

Data tables

All data tables can be accessed on the ORR 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 of the data portal.

- 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
- Passenger journeys between local authorities – Table 1595 (csv format)

Other related data

We publish annual Estimates of station usage statistics, which includes the number of entries, exits and interchanges at all open mainline stations in Great Britain.

The ODM which contains the estimated number of journeys between each pair of mainline stations in Great Britain during April 2024 to March 2025 will be published on the Rail Data Marketplace in December 2025. Datasets going back to April 2018 to March 2019 are available on the Rail Data Marketplace.

We publish Passenger rail usage statistics on a quarterly basis. These statistics include estimates of the number of passenger rail journeys in Great Britain, by sector (London and the South East, Regional, and Long distance), by operator and by ticket type. This publication also includes statistics on passenger kilometres and train kilometres.

The Department for Transport (DfT) also publishes some rail statistics. For example, rail passenger numbers and overcrowding on weekdays in major cities. DfT also publishes statistics on public transport including statistics on the usage of the Channel Tunnel.

Great British Railways Transition Team previously published rail related news, including quarterly statistics on the breakdown of journey types into leisure and business.

Annex 4 – ORR's statistical publications

Our statistical practice is regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the Code of Practice for Statistics that all producers of official statistics should adhere to. You are welcome to contact us directly with any comments about how we meet these standards by emailing rail.stats@orr.gov.uk. Alternatively, you can contact OSR by emailing regulation@statistics.gov.uk or via the OSR website.

Statistical Releases

This publication is part of ORR's 'accredited official statistics', which consist of seven annual publications: **Estimates of station usage; Rail industry finance (UK); Rail fares index; Rail safety; Rail infrastructure and assets; Rail environment; Regional rail usage**; one biannual publication: **Passenger rail service complaints;** and three quarterly publications: **Passenger rail performance; Freight rail usage and performance; Passenger rail usage.**

ORR also publishes a number of other official statistics, which consist of five annual publications: **Common Safety Indicators; Passenger satisfaction with complaints handling; Train operating company key statistics; Occupational health**; **Rail trends** (formerly Rail statistics compendium); one biannual publication: **Passenger lifts at stations** (official statistics in development); and four quarterly publications: **Signals passed at danger (SPADs); Delay compensation claims; Disabled Persons 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.

Accredited official statistics

Accredited official statistics are called National Statistics in the Statistics and Registration Service Act 2007. They are official statistics that have been independently reviewed by the Office for Statistics Regulation and found to comply with the standards of trustworthiness, quality and value in the Code of Practice for Statistics.

The majority of our statistical releases were independently reviewed by the OSR in June 2012. They comply with the standards of trustworthiness, quality and value in the Code of Practice for Statistics and are labelled accredited official statistics.

Since our review 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 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 accredited official 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 independently reviewed by OSR in November 2020 and their accreditation was confirmed on 1 December 2020.

For more information on how we adhere to the Code please see our compliance statements.

If you have any feedback or questions, please email rail.stats@orr.gov.uk.