

Regional rail usage

April 2023 to March 2024

21 November 2024

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. Numbers presented in this release are rounded.

Sources: LENNON and local ticketing data.

Latest year: 1 April 2023 to 31 March 2024

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Passenger rail usage from April 2023 to March 2024 was higher than the previous year (April 2022 to March 2023) for journeys made both within and between regions in England, Scotland and Wales.

Throughout this release, journeys that go between regions are counted in both the origin region and destination region. Therefore the sum of the regional journeys exceeds the total number of journeys made in Great Britain.

London stations had the highest number of regional journeys while the North East had the least.

Figure 1 London stations had the highest number of regional journeys

Regional passenger rail journeys to, from or within a region, April 2023 to March 2024



The **1,012 million journeys made *within* regions** in the latest year was a **17% increase** on the 863 million journeys made in the previous year.

The **415 million journeys made *between* regions** in the latest year was a **13% increase** on the 366 million journeys made in the previous year.

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

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](#).

Various methodological improvements in the latest year make comparisons to data from previous years unreliable. However, the trends of increasing passenger journeys shown here are consistent with the [Passenger rail usage](#) statistical release. Therefore, we will continue to provide some comparisons to data from previous years to contextualise the results for the latest year. These comparisons must be treated with caution, as methodology changes will mask the true change from previous years. With this in mind, the regional profiles in this publication will mainly focus on results in the latest year.

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 2022 to March 2023 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.

In section 3, regional profiles are shown for the countries and regions of Great Britain. In each of these profiles, we present the proportion of journeys within and between regions. We also discuss the number of journeys by [local authority district and county](#), which we refer to as 'local authority'. When presenting local authority journeys, the number shown is the number of journeys which started or ended at a station in that local authority. Therefore, a journey from Nottinghamshire to Camden is counted in both local authorities. A journey within a local authority is only counted once in the local authority it occurs in.

In the tables associated with this release, [International Territorial Level 2 \(ITL2\)](#) was previously the lowest form of geography presented. However, since the April 2022 to March 2023 statistics, we have produced a csv file to accompany this release which contains the number of journeys between all local authority pairs as flows; therefore, each pair of local authorities only occurs once in the table. We welcome feedback on whether these geographic disaggregations are useful. As the underlying data (the ODM) is now available on the [Rail Data Marketplace](#), we encourage users to explore the dataset and associated [station attributes table](#).

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

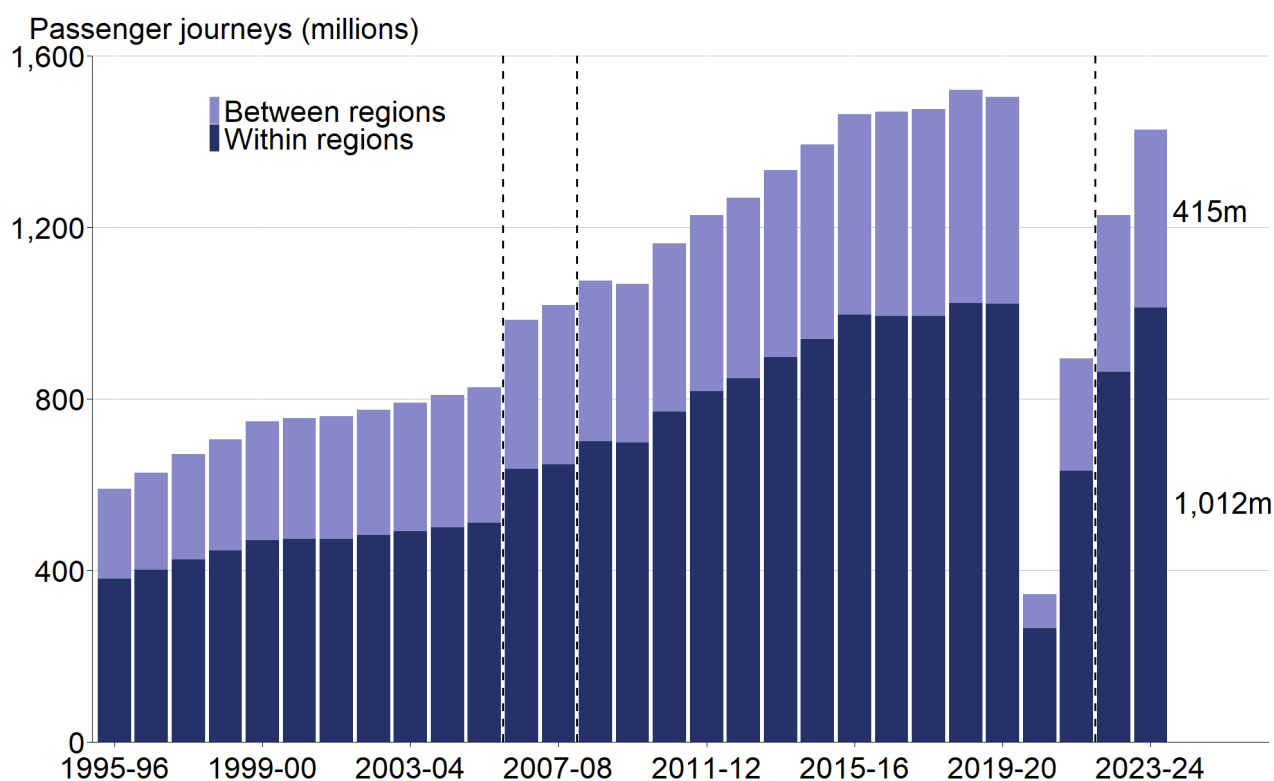
2. Passenger journeys in Great Britain

There were 1,427 million passenger journeys¹ made in Great Britain from April 2023 to March 2024. This is an increase (up 16%) from the 1,228 million journeys made in the previous year (April 2022 to March 2023).

In the latest year, passenger journeys *within* regions increased slightly more than passenger journeys *between* regions, compared with the previous year. The 1,012 million journeys made within regions in the latest year represents a 17% increase on the 863 million journeys made within regions in the previous year. Meanwhile, the 415 million journeys made between regions in the latest year represents a 13% increase on the 366 million journeys made between regions in the previous year.

Figure 2.1 Passenger journeys both within and between regions increased in the latest year

Number of passenger journeys within and between regions, Great Britain, annual data, 1 April 1995 to 31 March 2024 (Table 1510)



Vertical dashed lines represent breaks in the time series.

¹ Total journeys in this Regional rail usage statistical release (1,427 million) are lower than the journeys published in [Passenger rail usage](#) (1,612 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.

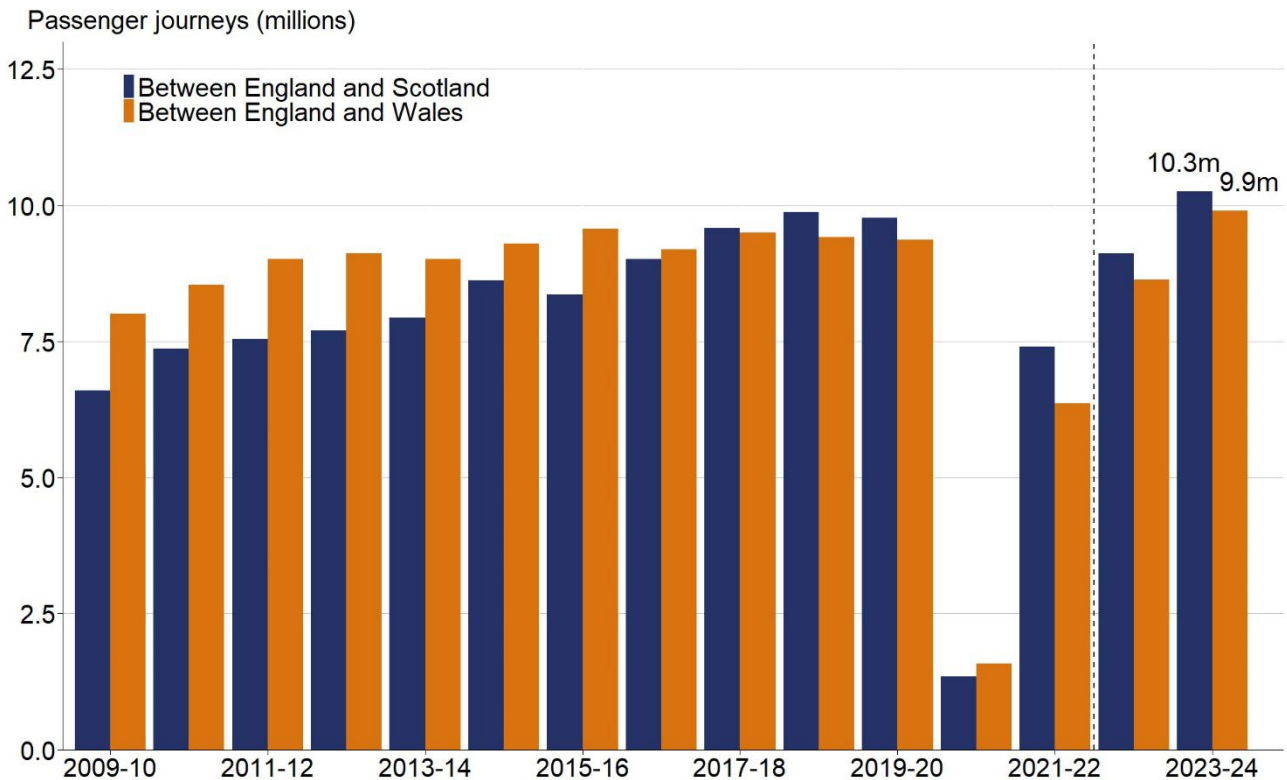
Passenger journeys between countries

There were 352,000 more journeys between England and Scotland than there were between England and Wales in the latest year (April 2023 to March 2024). A total of 10.3 million journeys were made between England and Scotland in the latest year, a 12% increase on the previous year. There were 9.9 million journeys made between England and Wales in the latest year, a 15% 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 53,200 journeys made between Scotland and Wales in the latest year.

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

Passenger journeys between England and Scotland, and between England and Wales, annual data, 1 April 2009 to 31 March 2024 (Table 1510)



Vertical dashed lines represent breaks in the time series.

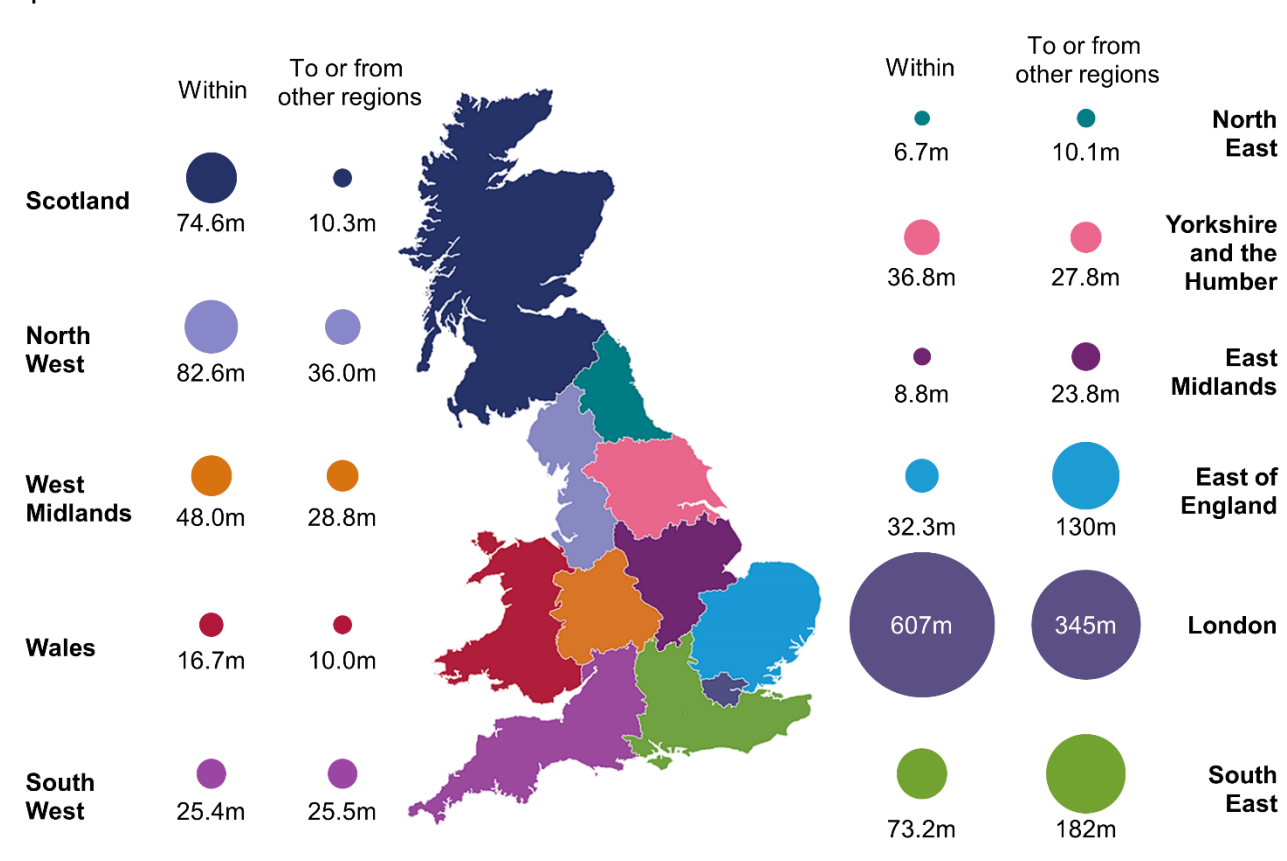
3. Regional rail usage profiles

Summary

London had the most journeys to, from or within the region in April 2023 to March 2024, with 952 million. The North East, East Midlands, East of England, South East, and South West all had more journeys to or from other regions than within regions. The other six regions all had more journeys within the region than to or from other regions.

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

Passenger journeys within the region and to or from other regions, by region, Great Britain, April 2023 to March 2024



*Note: A total of 415 million journeys were made **between regions** from April 2023 to March 2024. For the regional rail usage profiles, each one of these journeys are counted in both the origin and destination 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 1,012 million.*

North East

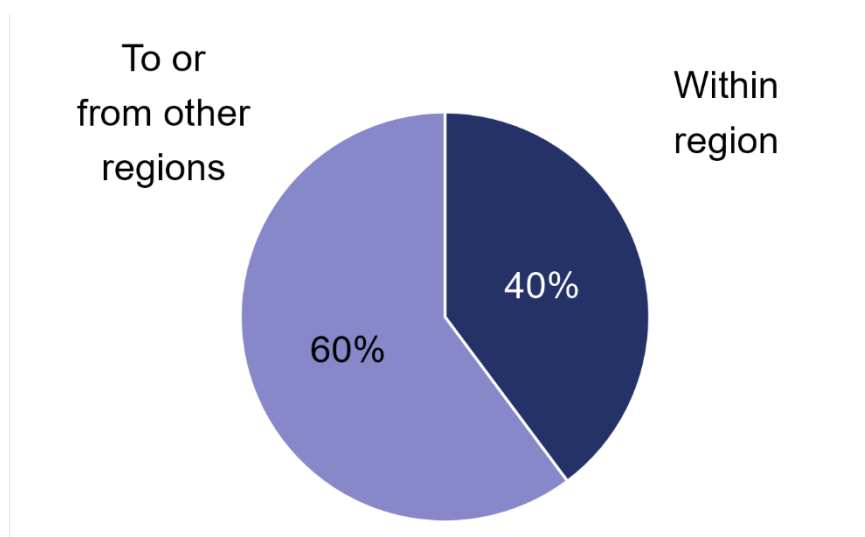
There were 16.8 million journeys to, from or within the North East region in April 2023 to March 2024. Of this total, 6.7 million journeys were within the North East in the latest year.

In the North East there were 10.1 million journeys to or from other regions in the latest year. Most of these journeys were made to or from London (29%), Yorkshire and the Humber (28%), Scotland (19%), or the North West (13%). The least travelled to or from region was Wales (less than 1%).



Figure 3.2 Most North East journeys were made to or from other regions

Percentage of journeys made within and to or from other regions, North East, annual data, April 2023 to March 2024



There are ten local authorities in the North East. Of these, Newcastle upon Tyne recorded the highest number of journeys, at 9.2 million across two stations, followed by County Durham (3.3 million across eight stations) and Northumberland (2.4 million across 17 stations). The lowest number of journeys recorded was in Sunderland (599,000 journeys at one station).

The busiest local authority flow within the region was between County Durham and Newcastle upon Tyne (1.4 million journeys). The busiest local authority flow to a different region was between Newcastle upon Tyne and Camden (London) (1.5 million journeys).

Table 3.1 The top five local authority flows and the busiest station flow within and between local authorities, North East, annual data, April 2023 to March 2024 (Table 1595)

| Local authority flow | Journeys | Busiest station flow |
|---|-----------|----------------------------------|
| Newcastle upon Tyne and Camden | 1,450,000 | Newcastle and London Kings Cross |
| County Durham and Newcastle upon Tyne | 1,360,000 | Durham and Newcastle |
| Newcastle upon Tyne and Northumberland | 1,140,000 | Newcastle and Morpeth |
| Newcastle upon Tyne and City of Edinburgh | 773,000 | Newcastle and Edinburgh Waverley |
| Newcastle upon Tyne and York | 565,000 | Newcastle and York |

North West

There were 119 million journeys to, from or within the North West region in April 2023 to March 2024. Of this total, 82.6 million were made within the North West in the latest year. One new station, Headbolt Lane, opened in the in the North West during the latest year.

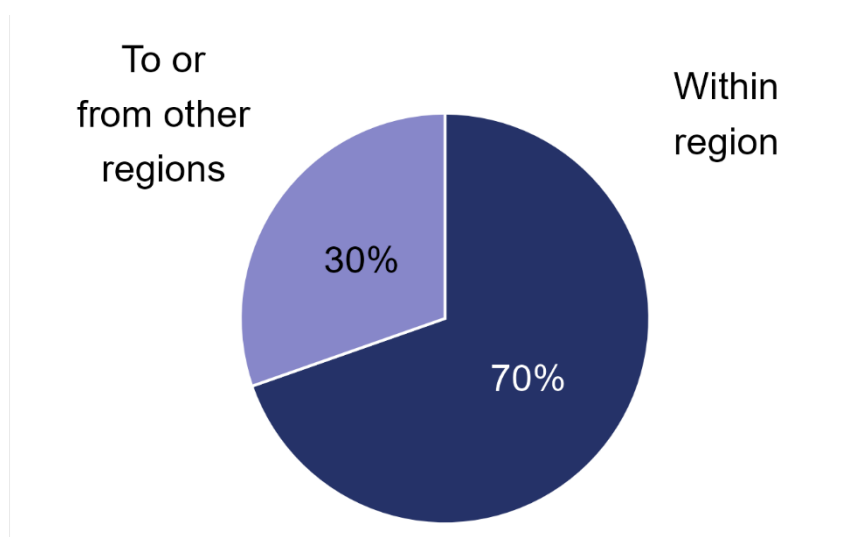
In the North West there were 36.0 million journeys to or from other regions in the latest year. Most of these journeys were made to or from London (27%), Yorkshire and the Humber (26%), or the West Midlands (14%). The least travelled to or from regions were the East of England and the South West (both 2%).



336 stations

Figure 3.3 Most North West journeys were made within the region

Percentage of journeys made within and to or from other regions, North West, annual data, April 2023 to March 2024



There are 23 local authorities in the North West. Of these, Manchester recorded the largest number of journeys, at 43.2 million across 15 stations) followed by Liverpool (38.9 million across 22 stations) and Sefton (13.3 million across 18 stations). Oldham recorded the lowest number of journeys (255,000 at one station, Greenfield). The large proportion of journeys within the North West is reflected by all five of the top flows being within the North West.

The busiest local authority flow within the region was between Liverpool and the Wirral (7.3 million journeys). The busiest local authority flow to a different region was between Manchester and Camden (London) (3.4 million journeys).

Table 3.2 The top five flows and the busiest station flow within and between local authorities, North West, annual data, April 2023 to March 2024 (Table 1595)

| Local authority flow | Journeys | Busiest station flow |
|--------------------------|-----------|---|
| Liverpool and the Wirral | 7,280,000 | Liverpool Central and Birkenhead Hamilton Square |
| Within Liverpool | 7,080,000 | Liverpool Central and Orrell Park |
| Liverpool and Sefton | 6,990,000 | Liverpool Central and Blundellsands and Crosby |
| Manchester and Stockport | 4,320,000 | Manchester Piccadilly and Stockport |
| Within Sefton | 4,150,000 | Birkdale and Southport |

Yorkshire and the Humber

There were 64.6 million journeys to, from or within the Yorkshire and the Humber region in April 2023 to March 2024. Of this total, 36.8 million were made within Yorkshire and the Humber in the latest year.

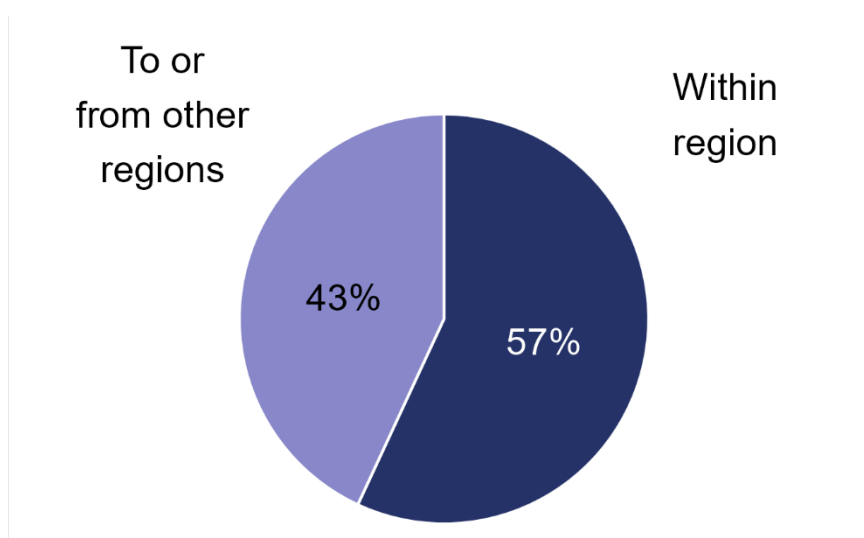
In Yorkshire and the Humber there were 27.8 million journeys to or from other regions in the latest year. Most of these journeys were made to or from the North West (33%), London (28%), the East Midlands (15%), or the North East (10%). The least travelled to or from region was Wales (1%).



187 stations

Figure 3.4 Most Yorkshire and the Humber journeys were made within the region

Percentage of journeys made within and to or from other regions, Yorkshire and the Humber, annual data, April 2023 to March 2024



Yorkshire and the Humber has 15 local authorities. Of these, Leeds had the largest number of journeys with 27.2 million across 15 stations, followed by Sheffield (11.1 million across six stations) and Bradford (10.5 million across 16 stations). The local authority with the lowest number of journeys was North Lincolnshire (432,000 across 12 stations).

The busiest local authority flow within the region was between Bradford and Leeds (5.6 million journeys). The busiest local authority flow to a different region was between Leeds and Camden (London) (1.9 million journeys).

Table 3.3 The top five flows and the busiest station flow within and between local authorities, Yorkshire and the Humber, annual data, April 2023 to March 2024 (Table 1595)

| Local authority flow | Journeys | Busiest station flow |
|---------------------------|-----------|--------------------------------|
| Bradford and Leeds | 5,600,000 | Bradford Interchange and Leeds |
| Within Leeds | 3,470,000 | Guiseley and Leeds |
| Leeds and Wakefield | 2,300,000 | Leeds and Wakefield Westgate |
| Leeds and North Yorkshire | 2,130,000 | Leeds and Harrogate |
| Kirklees and Leeds | 2,040,000 | Huddersfield and Leeds |

East Midlands

There were 32.6 million journeys to, from or within the East Midlands region in April 2023 to March 2024. Of this total, 8.8 million were made within the East Midlands in the latest year.

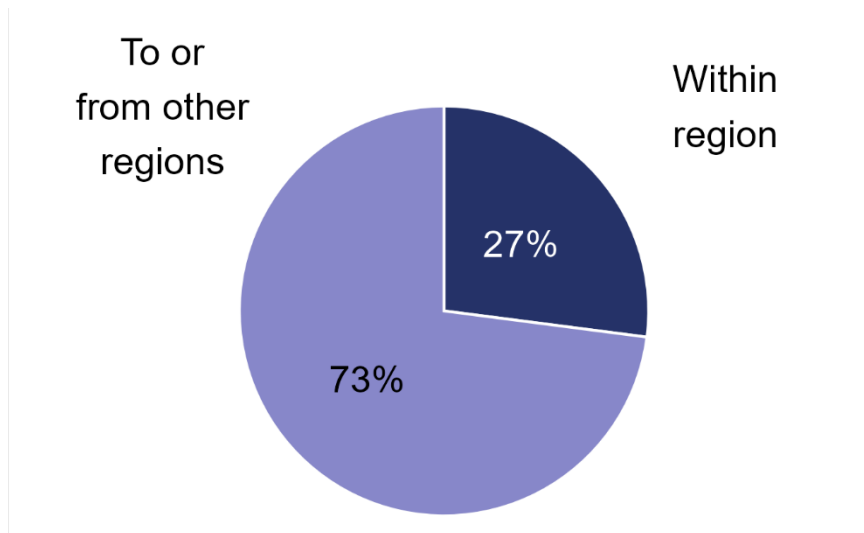
In the East Midlands there were 23.8 million journeys to or from other regions in the latest year. Most of these journeys were made to or from London (36%), the West Midlands (18%), Yorkshire and the Humber (17%), or the North West (13%). The least travelled to or from region was Wales (1%).



108 stations

Figure 3.5 Most East Midlands journeys were made to or from other regions

Percentage of journeys made within and to or from other regions, East Midlands, annual data, April 2023 to March 2024



There are 10 local authorities in the East Midlands. Of these, Nottingham had the largest number of journeys with 7.2 million across two stations, followed by Derbyshire (5.8 million across 35 stations) and Leicester (5.3 million to or from one station). The local authority with the fewest journeys was Rutland (206,000 journeys at one station, Oakham). There was a total of 8.2 million journeys made between local authorities in the East Midlands and Camden. These included journeys to and from London Kings Cross, London Euston and London St Pancras International.

The busiest local authority flow within the region was between Nottingham and Nottinghamshire (1.1 million journeys). The busiest local authority flow to a different region was between Derbyshire and Manchester (North West) (1.4 million journeys).

Table 3.4 The top five flows and the busiest station flow within and between local authorities, East Midlands, annual data, April 2023 to March 2024 (Table 1595)

| Local authority flow | Journeys | Busiest station flow |
|-----------------------------------|-----------|--|
| Derbyshire and Manchester | 1,420,000 | Glossop and Manchester Piccadilly |
| West Northamptonshire and Camden | 1,300,000 | Northampton and London Euston |
| North Northamptonshire and Camden | 1,170,000 | Wellingborough and London St Pancras International |
| Nottingham and Nottinghamshire | 1,100,000 | Nottingham and Newark Castle |
| Nottinghamshire and Camden | 1,090,000 | Newark Northgate and London Kings Cross |

West Midlands

There were 76.8 million journeys to, from or within the West Midlands region in April 2023 to March 2024. Of this total, 48.0 million were made within the West Midlands in the latest year.

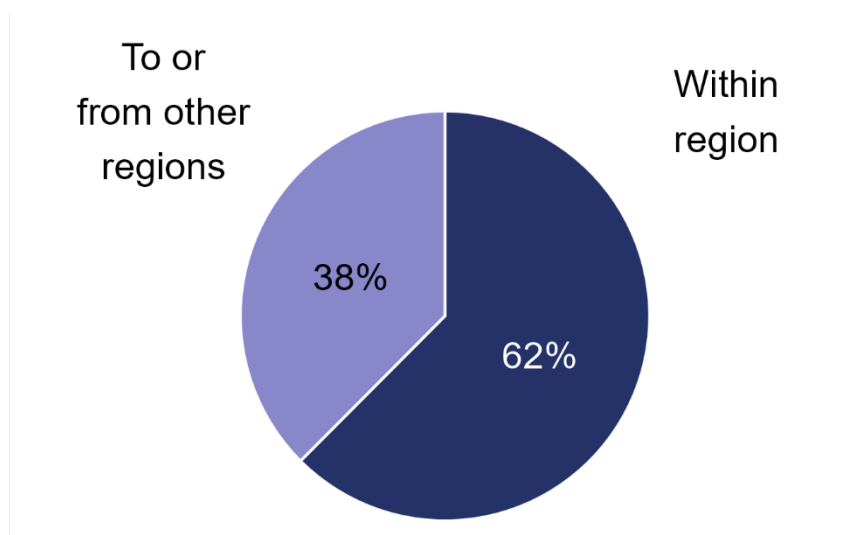
In the West Midlands there were 28.8 million journeys to or from other regions in the latest year. Most of these journeys were made to or from London (39%), the North West (18%), the East Midlands (15%), or the South East (9%). The least travelled to or from region was the North East (1%).



156 stations

Figure 3.6 Most West Midlands journeys were made within the region

Percentage of journeys made within and to or from other regions, West Midlands, annual data, April 2023 to March 2024



The West Midlands has 14 local authorities. Birmingham had the highest number of journeys with 48.4 million across 34 stations, followed by Solihull (8.9 million across 11 stations) and Warwickshire (7.7 million across 24 stations). Walsall had the lowest number of journeys (1.3 million across three stations).

The busiest local authority flow within the region was within the Birmingham local authority (12.5 million journeys). The busiest local authority flow to a different region was between Birmingham and Camden (London) (3.0 million journeys).

Table 3.5 The five top flows and the busiest station flow within and between local authorities, West Midlands, annual data, April 2023 to March 2024 (Table 1595)

| Local authority flow | Journeys | Busiest station flow |
|-------------------------------|------------|--|
| Within Birmingham | 12,500,000 | Birmingham New Street and Selly Oak |
| Birmingham and Solihull | 4,680,000 | Birmingham New Street and Birmingham International |
| Birmingham and Sandwell | 3,640,000 | Birmingham New Street and Tame Bridge Parkway |
| Birmingham and Worcestershire | 3,130,000 | Birmingham New Street and Redditch |
| Birmingham and Camden | 2,990,000 | Birmingham New Street and London Euston |

East of England

There were 163 million journeys to, from or within the East of England region in April 2023 to March 2024. Of this total, 32.3 million were made within the East of England in the latest year.

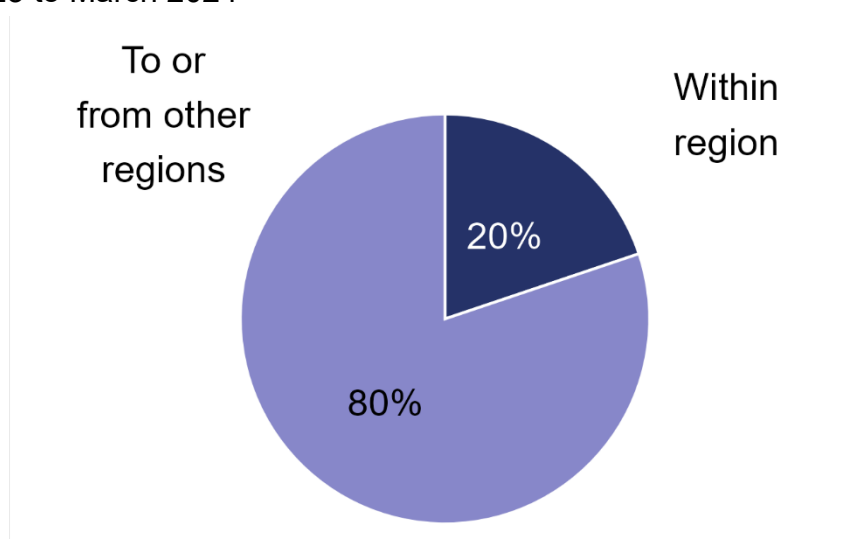
In the East of England there were 130 million journeys to or from other regions in the latest year. London accounted for 93% of these journeys, followed by the South East (3%). The least travelled to or from region was Wales (less than 1%). As a percentage of total journeys, the East of England had the highest proportion of journeys between regions, at 80%.



215 stations

Figure 3.7 Most East of England journeys were made to or from other regions

Percentage of journeys made within and to or from other regions, East of England, annual data, April 2023 to March 2024



There are 11 local authorities in the East of England. Hertfordshire recorded the highest number of journeys with 56.5 million across 47 stations, followed by Essex (52.6 million across 58 stations) and Cambridgeshire (15.5 million across 21 stations). The lowest number of journeys were recorded to or from Bedford (3.4 million across three stations).

The busiest local authority flow within the region was within the Essex local authority (5.7 million journeys). The busiest local authority flow to a different region was between Essex and City of London (24.9 million journeys).

Table 3.6 The five top flows and the busiest station flow within and between local authorities, East of England, annual data, April 2023 to March 2024 (Table 1595)

| Local authority flow | Journeys | Busiest station flow |
|----------------------------------|------------|---|
| Essex and City of London | 24,900,000 | Stansted Airport and London Liverpool Street |
| Hertfordshire and Camden | 17,900,000 | Watford Junction and London Euston |
| Hertfordshire and City of London | 8,380,000 | Bishops Stortford and London Liverpool Street |
| Essex and Newham | 6,000,000 | Shenfield and Stratford (London) |
| Hertfordshire and Islington | 5,760,000 | St Albans City and Farringdon |

London

There were 952 million journeys to, from or within the London region in April 2023 to March 2024. Of this total, 607 million were made within London in the latest year. One new station, Brent Cross West, opened in London during the latest year.

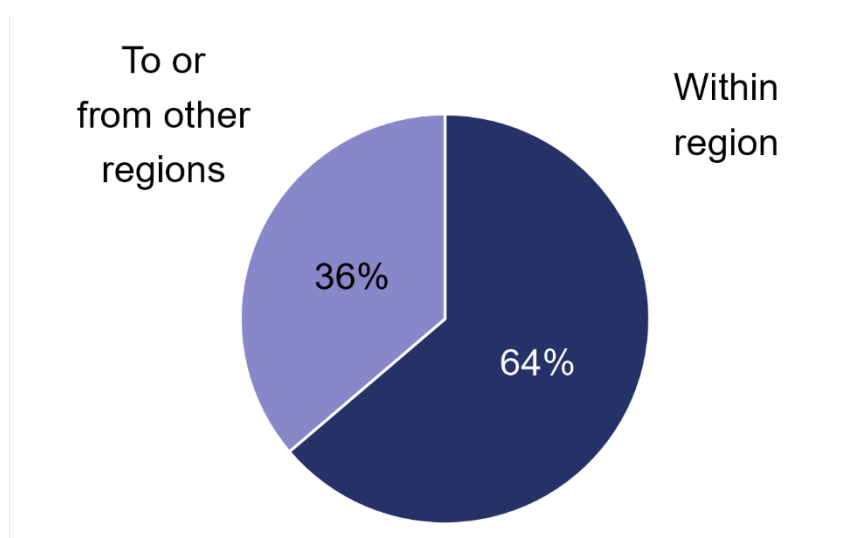
In London there were 345 million journeys to or from other regions in the latest year. Most of these journeys were made to or from the South East (48%) and the East of England (35%). The least travelled to or from region was Wales (1%).



340 stations

Figure 3.8 Most London journeys were made within the region

Percentage of journeys made within and to or from other regions, London, annual data, April 2023 to March 2024



London has 33 local authorities. Of these, Camden recorded the highest number of journeys at 182 million across 14 stations, including London Paddington, which was [the second busiest station](#). This was followed by Westminster (179 million across five stations) and City of London (141 million across six stations). The local authority with the lowest number of journeys was Kensington and Chelsea (2.7 million at one station, Kensington Olympia).

The busiest local authority flow within the region was between Lewisham and Southwark (15.2 million journeys). The busiest local authority flow to a different region was between City of London and Essex (East of England) (24.9 million journeys).

Table 3.7 The five top flows and the busiest station flow within and between local authorities, London, annual data, April 2023 to March 2024 (Table 1595)

| Local authority flow | Journeys | Busiest station flow |
|--------------------------|------------|--|
| City of London and Essex | 24,900,000 | London Liverpool Street and Stansted Airport |
| Lambeth and Surrey | 20,000,000 | London Waterloo and Woking |
| Camden and Hertfordshire | 17,900,000 | London Euston and Watford Junction |
| Lewisham and Southwark | 15,200,000 | Lewisham and London Bridge |
| Lambeth and Wandsworth | 13,300,000 | London Waterloo and Clapham Junction |

South East

There were 255 million journeys to, from or within the South East region in April 2023 to March 2024. Of this total, 73.2 million were made within the South East in the latest year. Two new stations, Reading Green Park and Thanet Parkway, opened in the South East during the latest year.

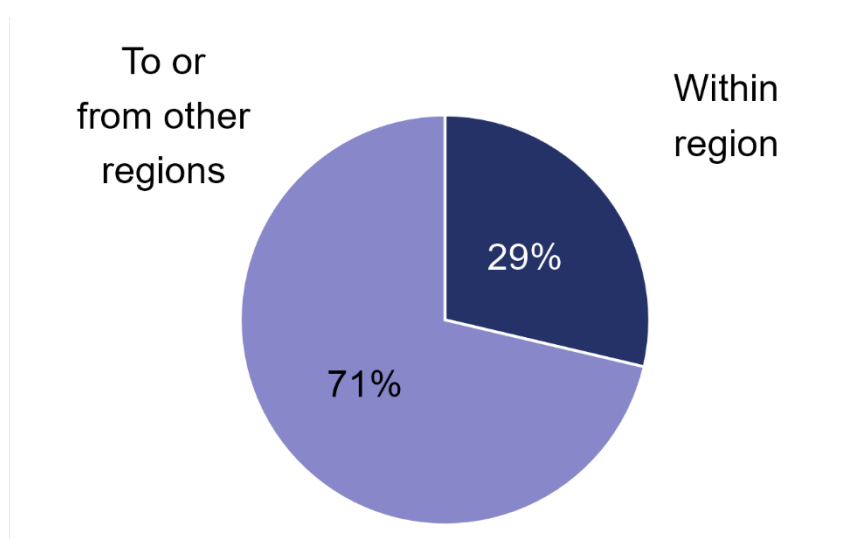
In the South East there were 182 million journeys to or from other regions in the latest year. London accounted for 91% of these journeys. Wales, Yorkshire and the Humber, Scotland and the North East all accounted for less than 1% each.



432 stations

Figure 3.9 Most South East journeys were made to or from other regions

Percentage of journeys made within and to or from other regions, South East, annual data, April 2023 to March 2024



The South East has 19 local authorities. Surrey had the highest number of journeys at 52.5 million across 84 stations, followed by Kent (45.6 million across 99 stations) and West Sussex (42.7 million journeys across 38 stations). Isle of Wight had the lowest number of journeys (335,000 across eight stations). Journeys into London from the South East had a range of potential destination stations, including London Waterloo (Lambeth), London Victoria (Westminster) and London St Pancras International (Camden).

The busiest local authority flow within the region was within Kent (9.7 million journeys). The busiest local authority flow to a different region was between Surrey and Lambeth (London) (20.0 million journeys).

Table 3.8 The five top flows and the busiest station flow within and between local authorities, South East, annual data, April 2023 to March 2024 (Table 1595)

| Local authority flow | Journeys | Busiest station flow |
|-----------------------------|------------|---|
| Surrey and Lambeth | 20,000,000 | Woking and London Waterloo |
| West Sussex and Westminster | 10,500,000 | Gatwick Airport and London Victoria |
| Within Kent | 9,750,000 | Canterbury West and Ashford International |
| Hampshire and Lambeth | 8,880,000 | Basingstoke and London Waterloo |
| Kent and Camden | 7,880,000 | Ebbsfleet International and London St Pancras International |

South West

There were 50.9 million journeys to, from or within the South West region in April 2023 to March 2024. Of this total, 25.4 million were made within the South West in the latest year. Two new stations, Marsh Barton and Portway Park and Ride, opened in the South West during the latest year.

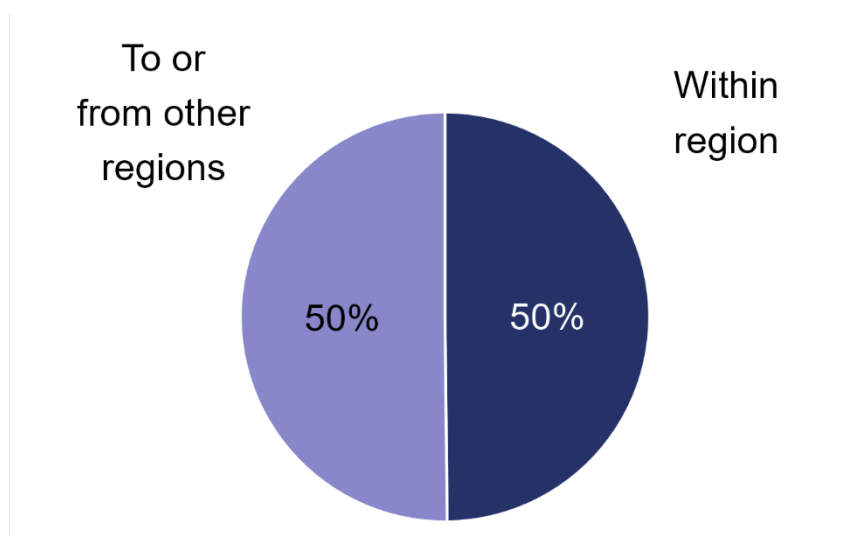
In the South West there were 25.5 million journeys to or from other regions in the latest year. Most of these journeys were made to or from London (49%), the South East (24%) or Wales (12%). The least travelled to or from region was Scotland (less than 1%).



169 stations

Figure 3.10 There was a similar number of journeys made within and to or from other regions in the South West

Percentage of journeys made within and to or from other regions, South West, annual data, April 2023 to March 2024



The South West has 14 local authorities. Of these, City of Bristol had the highest number of journeys with 11.6 million across 13 stations, followed by Devon (10.3 million across 42 stations) and Bath and North East Somerset (6.8 million across four stations). The local authority with the fewest journeys was Torbay with (1.4 million across three stations).

The busiest local authority flow within the region was within Devon (4.8 million journeys). The busiest local authority flow to a different region was between City of Bristol and Westminster (London) (1.5 million journeys).

Table 3.9 The five top flows and the busiest station flow within and between local authorities, South West, annual data, April 2023 to March 2024 (Table 1595)

| Local authority flow | Journeys | Busiest station flow |
|--|-----------|--|
| Within Devon | 4,810,000 | Exmouth and Exeter Central |
| Within Cornwall | 2,380,000 | St Ives and St Erth |
| Bath and North East Somerset and City of Bristol | 1,690,000 | Bath Spa and Bristol Temple Meads |
| City of Bristol and Westminster | 1,510,000 | Bristol Temple Meads and London Paddington |
| Bath and North East Somerset and Westminster | 1,360,000 | Bath Spa and London Paddington |

Wales

There were 26.7 million journeys to, from or within Wales in April 2023 to March 2024. Of this total, 16.7 million were made within Wales in the latest year.

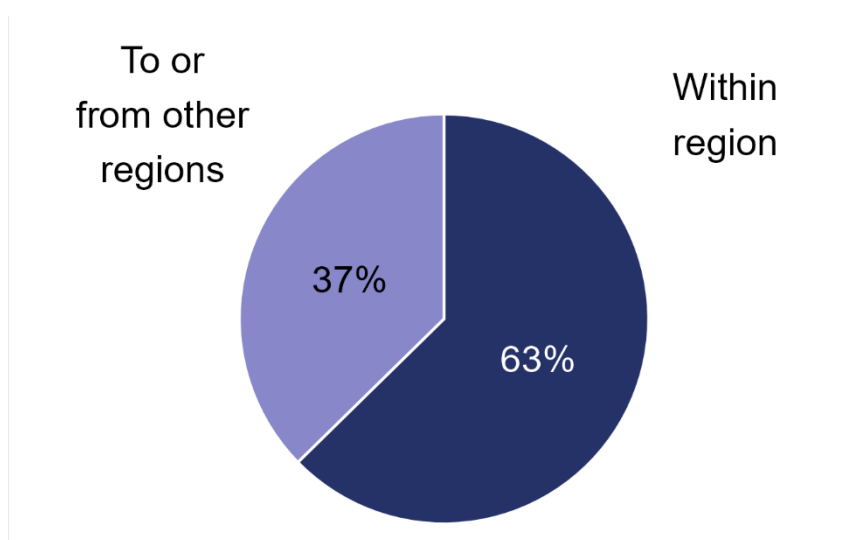
In Wales there were 10.0 million journeys to or from other regions in the latest year. Most of these journeys were made to or from the South West (30%), London (23%), the North West (21%), or the West Midlands (14%). The least travelled to or from region was the North East (less than 1%).



223 stations

Figure 3.11 Most Wales journeys were made within the region

Percentage of journeys made within and to or from other regions, Wales, annual data, April 2023 to March 2024



Wales has 22 local authorities. Cardiff had the highest number of journeys with 15.1 million across 20 stations, followed by Newport (2.9 million across three stations) and Vale of Glamorgan (2.8 million across 11 stations). The local authority with the lowest number of journeys was Blaenau Gwent (273,000 journeys across three stations).

The busiest local authority flow within the region was within Cardiff (2.0 million journeys). The busiest local authority flow to a different region was between Cardiff and Westminster (London) (861,000).

Table 3.10 The five top flows and the busiest station flow within and between local authorities, Wales, annual data, April 2023 to March 2024 (Table 1595)

| Local authority flow | Journeys | Busiest station flow |
|-------------------------------|-----------------|--------------------------------------|
| Within Cardiff | 1,970,000 | Cardiff Queen Street and Cardiff Bay |
| Cardiff and Vale of Glamorgan | 1,960,000 | Cardiff Central and Barry |
| Cardiff and Rhondda Cynon Taf | 1,630,000 | Cardiff Central and Pontypridd |
| Caerphilly and Cardiff | 1,430,000 | Caerphilly and Cardiff Central |
| Cardiff and Newport | 1,340,000 | Cardiff Central and Newport |

Scotland

There were 84.9 million journeys to, from or within Scotland in April 2023 to March 2024. Of this total, 74.6 million were made within Scotland in the latest year. One new station, East Linton, opened in Scotland during the latest year.

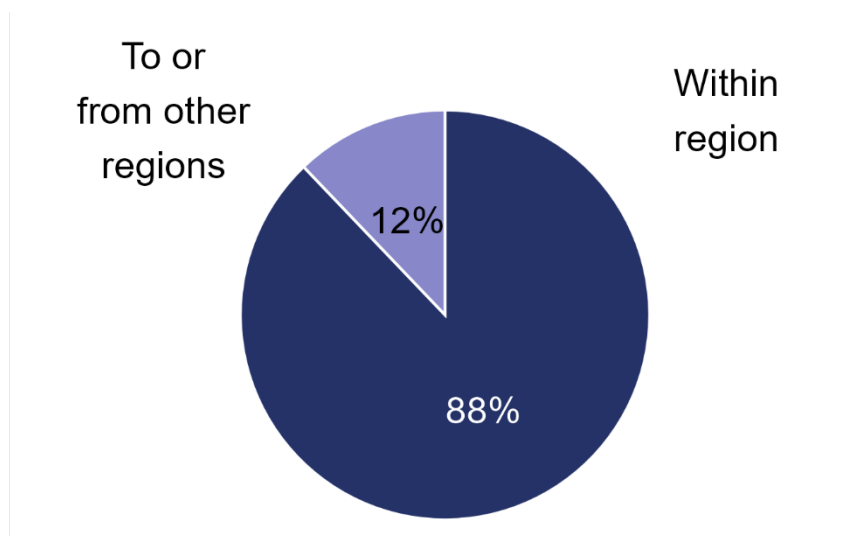
In Scotland there were 10.3 million journeys to or from other regions in the latest year. Most journeys to or from other regions were made to or from London (34%), the North West (25%), North East (19%), or Yorkshire and the Humber (9%). The least travelled to or from region was Wales (1%). Scotland had the smallest proportion of journeys between regions, at 12%.



361 stations

Figure 3.12 Most Scotland journeys were made within the region

Percentage of journeys made within and to or from other regions, Scotland, annual data, April 2023 to March 2024



Scotland has 29 local authorities. Glasgow City recorded the highest number of journeys, at 50.7 million across 60 stations, followed by City of Edinburgh (25.1 million across 12 stations) and North Lanarkshire (7.1 million across 25 stations). The local authority with the fewest journeys was Moray (449,000 across three stations).

The busiest local authority flow within the region was within Glasgow (13.2 million journeys). The busiest local authority flow to a different region was between City of Edinburgh and Camden (London) (2.1 million).

Table 3.11 The five top flows and the busiest station flow within and between local authorities, Scotland, annual data, April 2023 to March 2024 (Table 1595)

| Local authority flow | Journeys | Busiest station flow |
|------------------------------------|------------|---|
| Within Glasgow City | 13,200,000 | Glasgow Central and Mount Florida |
| Glasgow City and South Lanarkshire | 5,540,000 | Glasgow Central and East Kilbride |
| Glasgow City and North Lanarkshire | 5,030,000 | Glasgow Queen Street and Croy |
| Glasgow City and Renfrewshire | 4,100,000 | Glasgow Central and Paisley Gilmour Street |
| City of Edinburgh and Glasgow City | 3,990,000 | Edinburgh Waverley and Glasgow Queen Street |

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](#) statistical release, 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 April 2022 to March 2024 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 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](#).

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](#) 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.

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 2023 to March 2024 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 used to account for journeys in the MOIRA2.2 base matrix that have the same origin and destination. This issue mainly occurred in the Oyster/CPAY area where passengers either did not tap in or tap out. The adjustment reallocates these journeys to other flows based on the underlying distribution of Oyster/CPAY journeys at the station. This removed 1.7 million journeys.
- A methodological adjustment was used to exclude journeys that were paid for but never used. These are tickets that were not collected from 'Ticket on Departure' (TOD) machines. This removed 850,000 journeys.
- An updated distribution was used for allocating journeys using Strathclyde Partnership for Transport tickets. The updated distribution used April 2023 to March 2024 data (replacing pre-pandemic data), better reflecting post-pandemic travel patterns. This change did not affect the total number of journeys, but it did impact their distribution across the network.

Revisions

There have been revisions to previously published data:

- This year, we updated the [Station attributes for all mainline stations](#) to align with the new Local authorities introduced in 2023. This subsequently changed the local authority of some mainline stations. This update has been applied to data for the latest and previous year in [Table 1595](#). Therefore, data released in the previous year, for April 2022 to March 2023, have been revised.

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](#))
- 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 [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](#).

- 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

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.

Origin and Destination Matrix (ORR):

The ODM contains the estimated number of journeys between each pair of mainline stations in Great Britain. Datasets as far back as 2018-19 are available on the [Rail Data Marketplace](#).

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

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 statistics; 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 statistics compendium**; 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.



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