



# Regional Rail Usage 2018-19 Statistical Release

Publication date: 31 March 2020 (revised 23 June 2020)

Next publication date: January 2021

## Background

This release contains information on regional passenger journeys by rail in Great Britain. The latest data refer to 1 April 2018 to 31 March 2019.

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

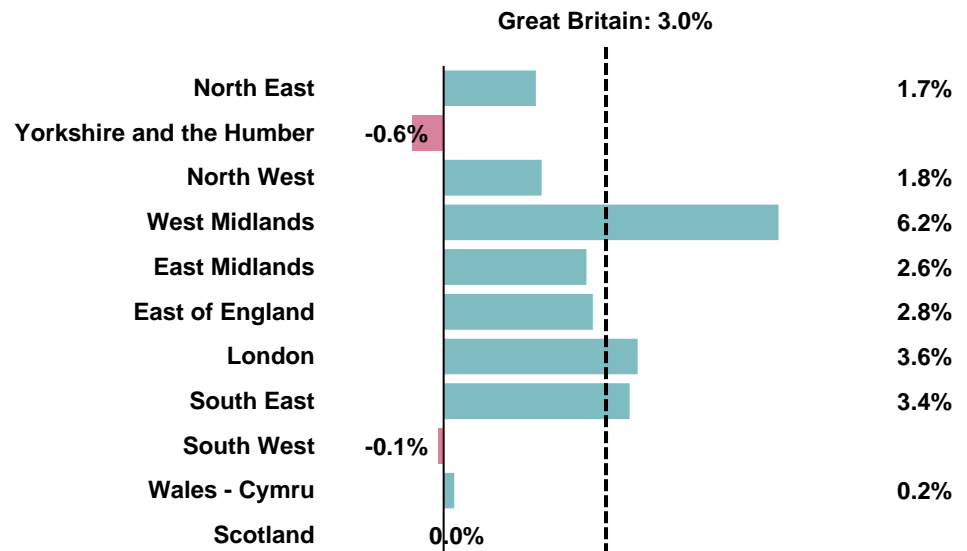
The Origin Destination Matrix (ODM) is the source of data for this release. For a brief overview of the ODM please see [Annex 2](#).

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A number of revisions were made to this publication on 23 June. The changes relate to the correction of an error in the source data. This predominantly affects rail usage in Wales. To a lesser extent it also affects figures for rail usage in the North West, South West and West Midlands. See [Annex 1](#) for more information.

## Percentage change in total passenger journeys by region, 2018-19 compared with 2017-18



**Rail passenger journeys in Great Britain** increased by 3.0% in 2018-19 compared with 2017-18\*. Driven by an increase within the region, the West Midlands (up 6.2%) recorded the largest increases in journeys. Yorkshire and the Humber (down 0.6%) recorded the largest decrease in journeys in 2018-19.

**Journeys to/from other regions** increased by 3.0%. The number of journeys increased for all regions except for Wales (down 0.8%).

**Journeys within regions** increased by 2.9%. Three of the regions experienced a decrease in journeys within their boundaries in 2018-19.

\* Note: The 3.0% increase in passenger journeys is slightly higher than the 2.9% published in the [passenger rail usage data](#). Please see [Passenger journeys in Great Britain](#) for information on methodology differences.

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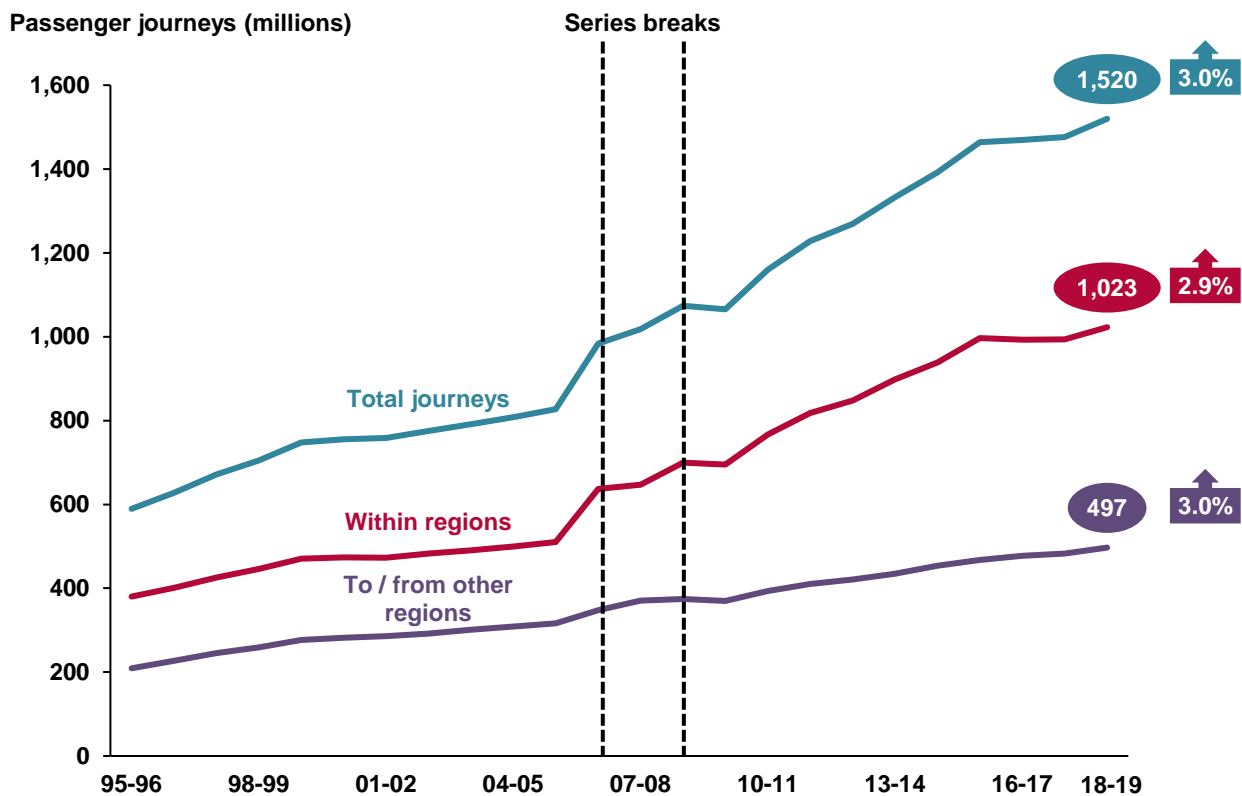
# 1. Passenger journeys in Great Britain

The **Origin Destination Matrix (ODM)** is the source of journey data for this statistical release. ODM is largely based on data derived from the rail industry's ticketing and revenue database, LENNON. There are additional estimates of rail journeys made for TfL sold travelcards, airport flows, and in Passenger Transport Executive (PTE) areas (local government bodies which are responsible for public transport within large urban areas). For an overview of the limitations of the data please see [Annex 2](#).

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

## Great Britain passenger journeys 2018-19 (revised 23 June 2020)

Figure 1.1: Passenger journeys to/from and within regions, Great Britain, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.3](#))



There were 1,520 million passenger journeys made in Great Britain in 2018-19, an increase of 3.0% compared with 2017-18<sup>1</sup>. This was an increase from the growth of 0.4% recorded in each of the last two years. The main contributions to this increase are the increases in anytime and off-peak ticket journeys and the increase in passenger journeys

<sup>1</sup> Total journeys in this Regional Rail Usage publication is lower than the journeys published in the [passenger rail usage data](#) (1,758 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.

for Govia Thameslink Railway<sup>2</sup>. In addition, there was also a recovery from the adverse weather in late February and March 2018<sup>3</sup>, which caused significant train disruption and affected the number of passenger journeys. Around two thirds of journeys began and ended in the same region in 2018-19. This was the same as in 2017-18.

The number of passenger journeys in 2018-19 has increased by 158% since 1995-96. It has risen every year with the exception of 2009-10, which saw a small dip coinciding with the economic downturn. **NOTE:** This is different to the Passenger Rail Usage journey statistics, which showed a fall in 2017-18 as well as 2009-10.

## Methodology Changes

The highest annual growth was in 2006-07, although this was largely due to an improvement to the methodology, which saw estimates of travel on Transport for London (TfL) 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. A further significant methodological change was implemented for 2008-09. This affected PTE areas in a number of regions, most noticeably Yorkshire and the Humber, the North West, Scotland, and the West Midlands.

These significant methodological changes together with more minor changes to methodology are made to continue to improve these statistics. Series breaks have been added to the chart above to highlight the significant methodological changes. Where changes have a significant impact at a regional level, series breaks have also been added to the charts for each region in section 2 of this statistical release. Where more minor changes to methodology affect the latest figures or trends presented in this release we have highlighted and tried to quantify the impact where possible. Further detail of recent and historical methodological improvements can be found on pages 5-14 of the [Quality Report](#).

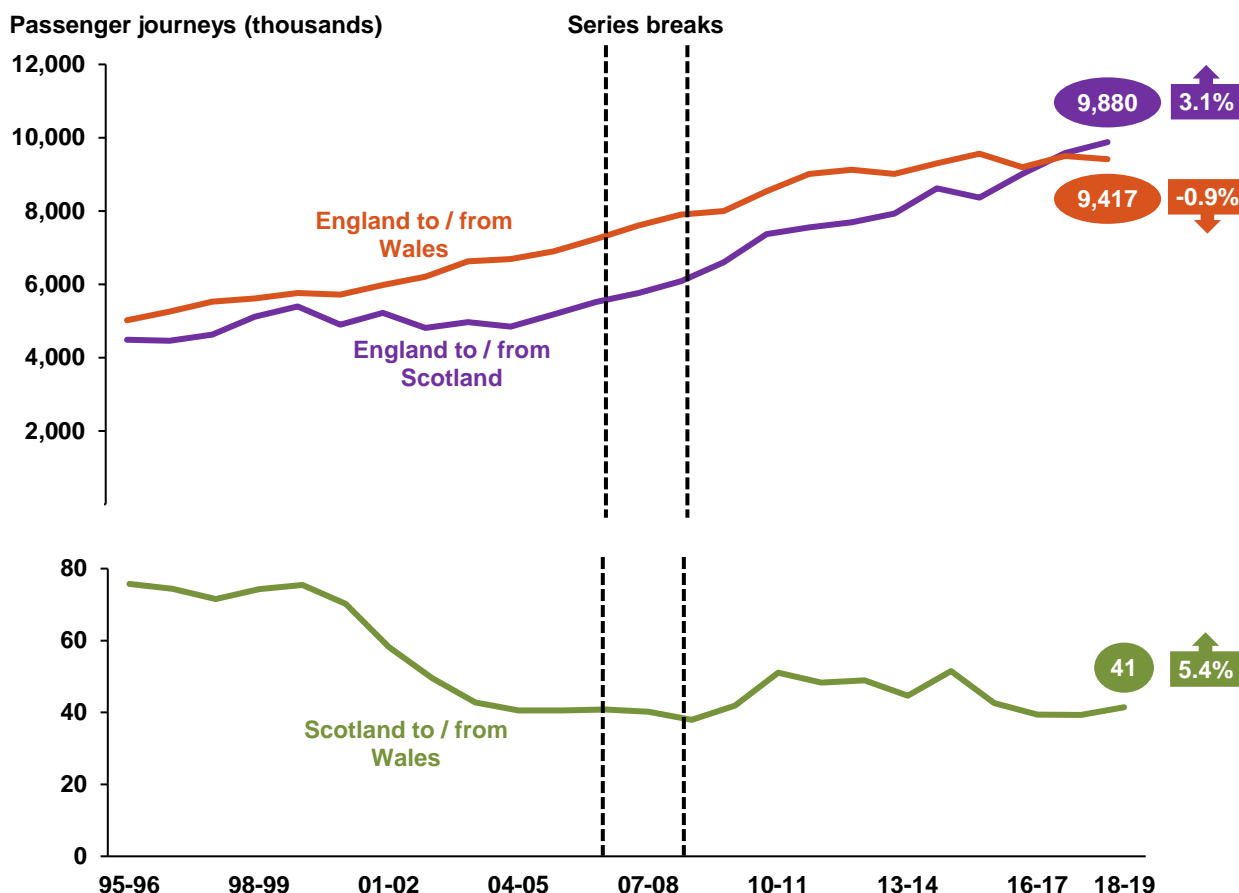
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<sup>2</sup> [Passenger rail usage statistical release 2018-19 Q4](#)

<sup>3</sup> <https://www.independent.co.uk/news/uk/home-news/uk-weather-live-updates-storm-emma-snow-ice-forecast-flights-airports-roads-traffic-freezing-met-a8236006.html>

## England, Scotland and Wales passenger journeys 2018-19 (revised 23 June 2020)

Figure 1.2: Passenger journeys to/from England, Scotland, and Wales, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.3](#))



For the second year in a row, more journeys were made between England and Scotland than were made between England and Wales. Nearly 9.9 million journeys were made between England and Scotland in 2018-19. This was up 3.1% compared with 2017-18. Journeys between England and Wales decreased by 0.9% this year, bringing the total to 9.4 million in 2018-19.

The number of journeys made between Scotland and Wales is small relative to those between England and Scotland, or between England and Wales. There were 41,000 journeys made between Scotland and Wales in 2018-19, which was up 5.4% compared with 2017-18.



## 2. Regional rail usage profiles 2018-19

**Regional rail usage profiles** present the number of rail passenger journeys made on the network **between** each region of Great Britain and **within** each region. A more detailed breakdown by sub-region (NUTS2) is also available on the [ORR Data Portal](#).

### Summary (revised 23 June 2020)

London had the highest number of total journeys of all the regions. There were 960 million passenger journeys in 2018-19, an increase of 33 million (up 3.6%) since 2017-18. Of these 421 million were to/from other regions and 539 million were made within London. The North East had the lowest number of total journeys. There were 16 million in 2018-19, an increase of 1.7%. Of these, 10 million were to/from other regions and 5.9 million were made within the North East.

There was an increase in total journeys for eight of regions in 2018-19. The highest annual growth was in the West Midlands (up 6.2%). Yorkshire and the Humber (down 0.6%) and the South West (down 0.1%) recorded decreases this year, while Scotland recorded around the same number of journeys in 2018-19 as in 2017-18.

Four regions recorded more journeys to/from other regions than the journeys within that region in 2018-19. These were the North East, the East Midlands, the East of England and the South East. The region with the largest difference between to/from and within journeys was the South East with 229 million and 85 million respectively.

Journeys to/from other regions increase by 3.0%. The largest contribution to the overall change was journeys to/from London, with 13 million more journeys made in 2018-19 than in 2017-18. The region with the highest growth rate for journeys to/from the region was the West Midlands, with an increase of 3.5%. Wales (down 0.8%) was the only region to record fewer journeys to/from other regions compared with last year.

Journeys within regions increased by 29 million (up 2.9%), with 1.0 billion journeys being recorded in 2018-19. Passenger journeys in London, which account for more than half of all journeys within regions, increased by 3.9%. The West Midlands (up 7.7%) recorded the highest increase this year, while Yorkshire and the Humber recorded the largest decrease (down 1.9%).

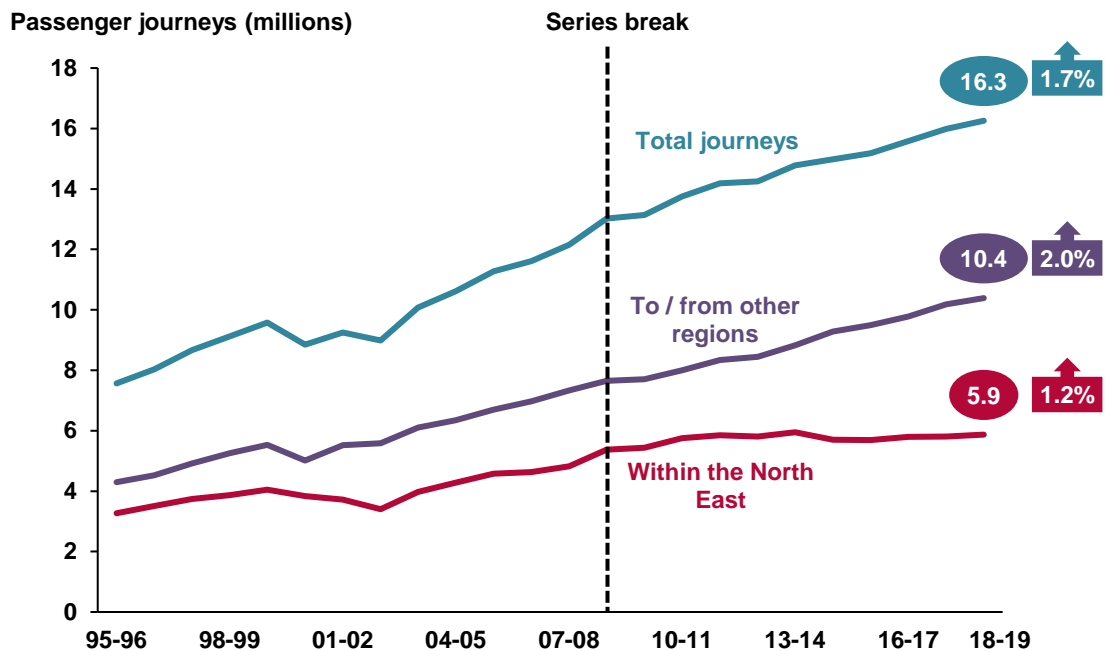
Where sub-regions are referred to in this statistical release and data tables, they use the 2016 NUTS2 boundary definitions<sup>4</sup>.

<sup>4</sup> <https://www.ons.gov.uk/methodology/geography/ukgeographies/eurostat>



## 2.01 North East

Figure 2.01: Passenger journeys, North East, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.5](#))



The total number of journeys for the North East region was 16 million in 2018-19, an increase of 1.7% compared with the previous year. The total number of journeys for the North East has increased every year since 2002-03.

Passenger journeys for the North East fell over the period between 1999-00 and 2002-03. 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 & Wear Metro extension to Sunderland, which was completed in 2002-03.

Journeys between the North East and other regions rose by 2.0% in 2018-19, to 10.4 million. Journeys to/from the North West increased by 6.6%, while journey to/from London increased by 3.8%. Conversely, there were decreases in journeys to/from Wales (down 7.7%) and the South West (down 3.7%). However, those two regions together account for 1.2% of journeys to/from the North East.

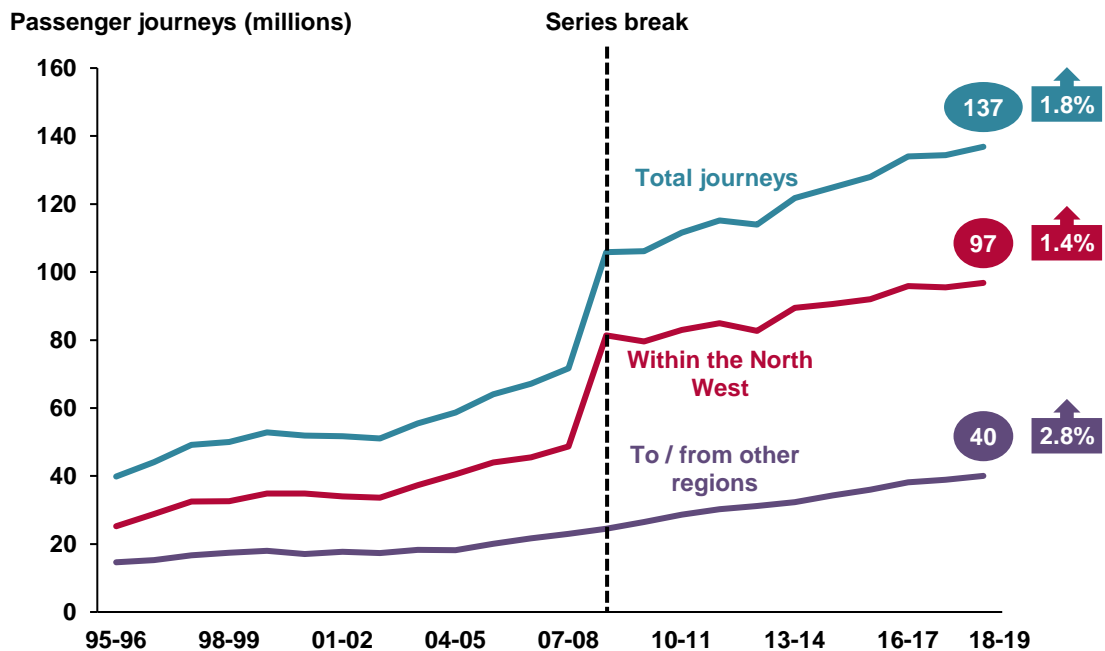
Most journeys to/from other regions originate/end in the sub-region (NUTS2) of Northumberland and Tyne and Wear. This sub-region recorded an increase of 2.3% in such journeys. The Tees Valley and Durham sub-region recorded an increase of 1.5%.

Journeys within the North East rose by 1.2% in 2018-19, to 5.9 million with Northumberland and Tyne and Wear (up 1.0%) and Tees Valley and Durham (up 1.3%) both recording more journeys within the North East this year.



## 2.02 North West (revised 23 June 2020)

Figure 2.02: Passenger journeys, North West, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.6](#))



The total number of journeys for the North West region was 137 million in 2018-19. This was an increase of 2.4 million (up 1.8%) compared with 2017-18. However, this increase is entirely due to a methodological improvement as a result of an additional 3.6 million concessionary journeys within Greater Manchester included for the first time in 2018-19. The sharp rise in 2008-09 was the result of inclusion of new estimates for rail travel in PTE areas, which affected both Merseyside and Greater Manchester journey numbers.

Journeys between the North West and other regions rose by 2.8% in 2018-19, to 40 million. Journeys to/from the East Midlands increased by 7.7%, while journey to/from Scotland increased by 7.6%. Journeys to/from London (up 1.1%) and Yorkshire and the Humber (up 0.9%) both increased this year. These two regions account for more than half of journeys to/from the North West.

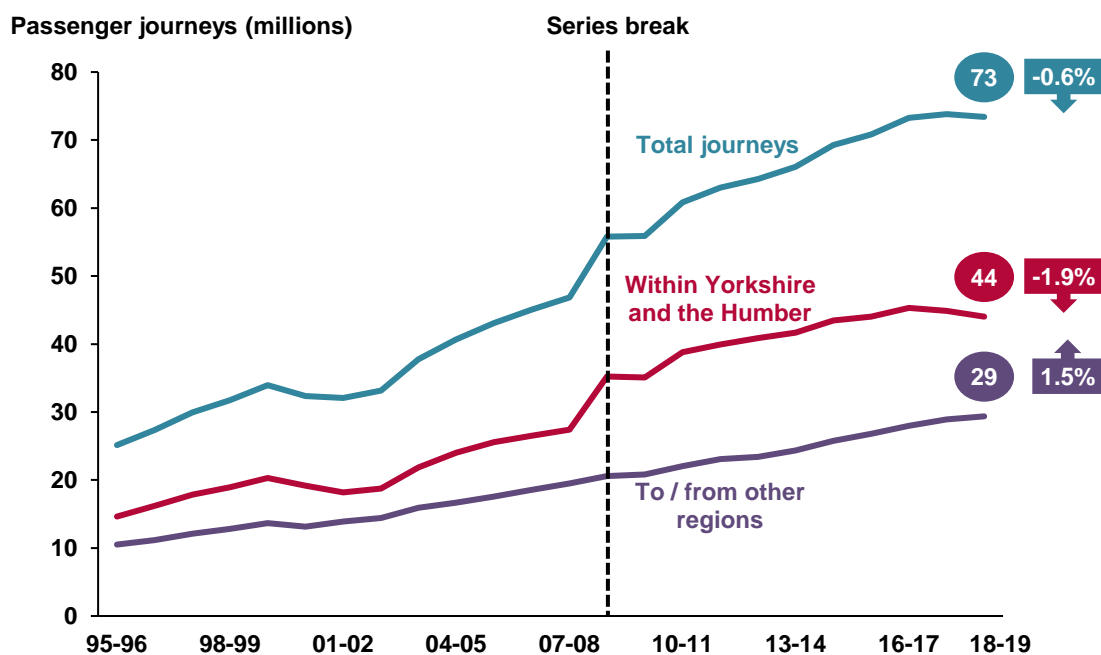
Journeys within the North West rose by 1.4% in 2018-19, to 97 million. This increase was entirely due to the methodological improvement noted above. The sub-regions (NUTS2) of Greater Manchester (up 11.4%, again due to additional concessionary journeys added) and Cheshire (up 3.1%) recorded increases this year, while Merseyside (down 4.0%) and Lancashire (down 3.8%) recorded decreases. Engineering works at Liverpool Lime Street<sup>5</sup> and issues with the implementation of the May 2018 timetable change may have contributed to the decreases in these two sub-regions.

<sup>5</sup> <https://www.theguardian.com/uk-news/2018/jun/02/liverpool-lime-street-station-closes-for-major-upgrade>



## 2.03 Yorkshire and the Humber

Figure 2.03: Passenger journeys, Yorkshire and The Humber, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.12](#))



The total number of journeys for Yorkshire and the Humber region was 73 million in 2018-19, a decrease of 0.6% compared with the previous year. This was the first decrease in passenger journeys since 2001-02.

The sharp increase in 2008-09 was due to the introduction of new estimates of rail travel in PTE areas, which affected both South Yorkshire and West Yorkshire.

Journeys between Yorkshire and the Humber and other regions increased by 1.5% in 2018-19, to 29 million. Journeys to/from London increased by 4.3% to 7.7 million in 2018-19. Journeys to the North West, which accounted for around a third of journeys to/from other regions in 2018-19, increased by 0.9%.

The sub-region (NUTS2) of South Yorkshire recorded the largest increase in journeys beyond Yorkshire and the Humber (up 2.1%). East Yorkshire and Northern Lincolnshire (down 1.3%) was the only sub-region of Yorkshire and the Humber to record a decrease in journeys beyond the region.

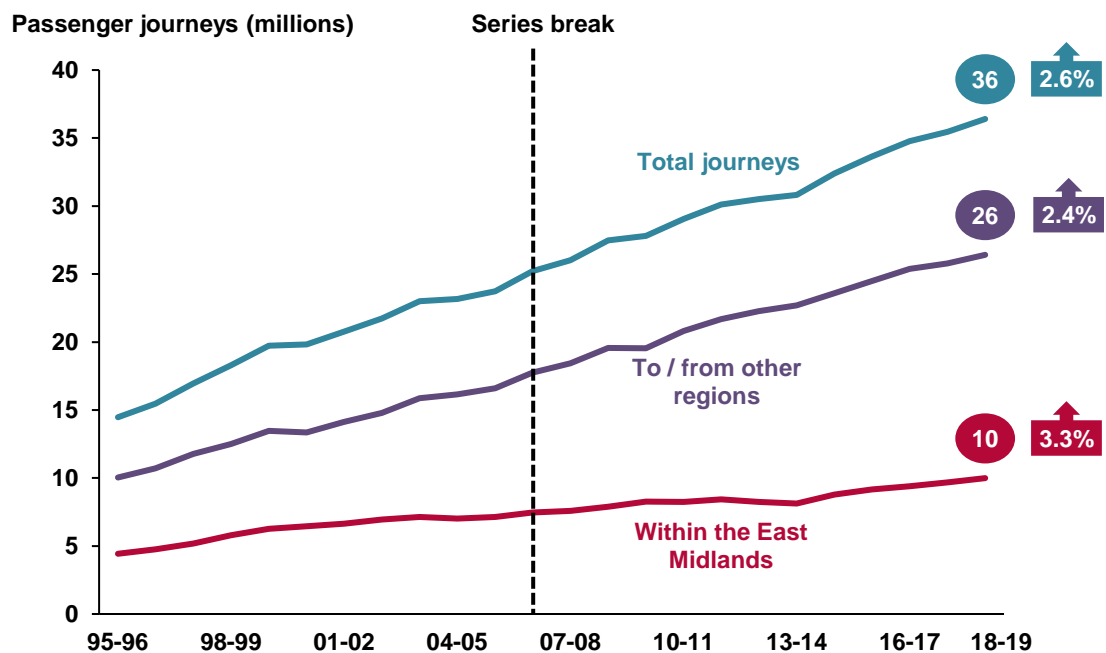
Journeys within Yorkshire and the Humber fell by 1.9% in 2018-19, to 44 million. Around two-thirds of these journeys began or ended in the sub-region of West Yorkshire and it recorded a decrease of 2.2% this year. The number of journeys within the region is likely to have been affected by disruption relating to the timetable change in May 2018 as well as industrial action on Northern.





## 2.04 East Midlands

Figure 2.04: Passenger journeys, East Midlands, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.1](#))



The total number of journeys for the East Midlands region was 36 million in 2018-19, a rise of 2.6% compared with the previous year. Along with Wales, the East Midlands is the only region to have recorded a growth in total journeys in every year since the time series began in 1995-96.

Journeys between the East Midlands and other regions increased by 2.4% in 2018-19, to 26 million. Journeys to/from London increased by 2.1% to 9.7 million in 2018-19, while journeys to/from the North West increased by 7.7% to 3.6 million this year.

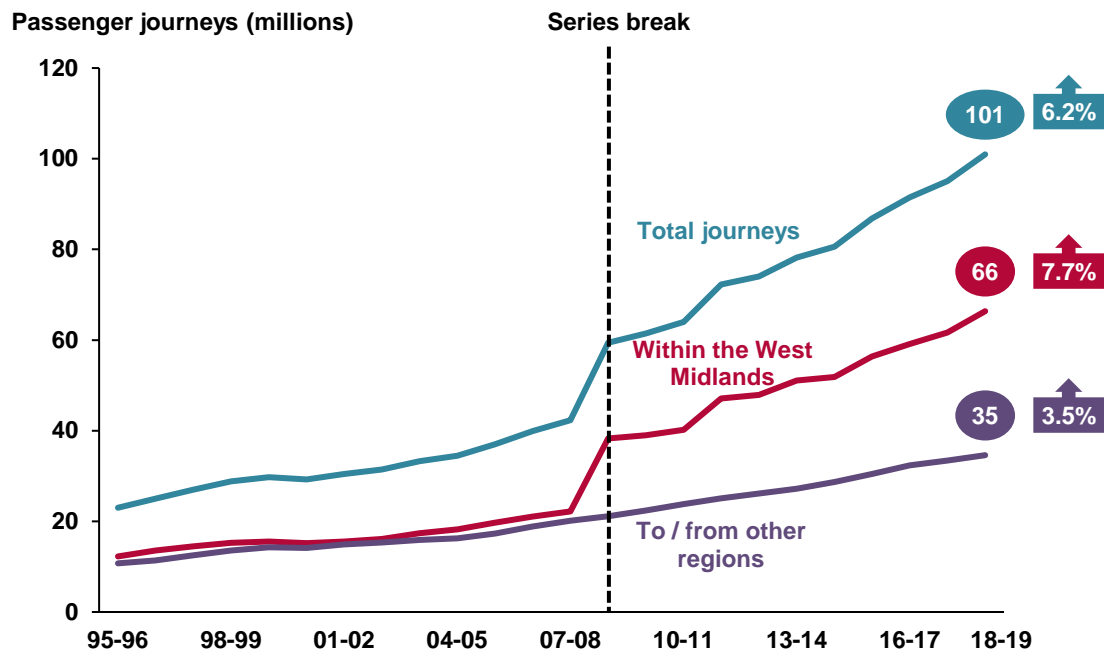
The Lincolnshire sub-region (NUTS2) recorded the largest increase in journeys beyond the East Midlands (up 2.8%), while there were also increases for journeys beginning or ending in Derbyshire and Nottinghamshire (up 2.2%) and Leicestershire, Rutland and Northamptonshire (up 2.6%).

Journeys within the East Midlands increased by 3.3% in 2018-19, to 10 million. Around half of these journeys began or ended in the sub-region of Derbyshire and Nottinghamshire. This sub-region recorded an increase of 1.6% this year. There were larger increases for Leicestershire, Rutland and Northamptonshire (up 5.8%) and Lincolnshire (up 4.6%).



## 2.05 West Midlands (revised 23 June 2020)

Figure 2.05: Passenger journeys, West Midlands, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.11](#))



The total number of journeys for the West Midlands region was 101 million in 2018-19, a rise of 6.2% compared with the previous year. Some of this increase may be attributed to the extra services that commenced during 2018<sup>6</sup>. The total number of journeys has increased every year since 2000-01.

The sharp increase in 2008-09 was due to the introduction of new estimates of rail travel in PTE areas, which affected the West Midlands Metropolitan County.

Journeys between the West Midlands and other regions increased by 3.5% in 2018-19, to 35 million. Journeys to/from London increased by 5.2% to 14 million in 2018-19, while journeys to/from the North West increased by 5.1% to 5.8 million this year. The three sub-regions (NUTS2) recorded growth to/from other regions of between 2.8% and 3.7% in 2018-19.

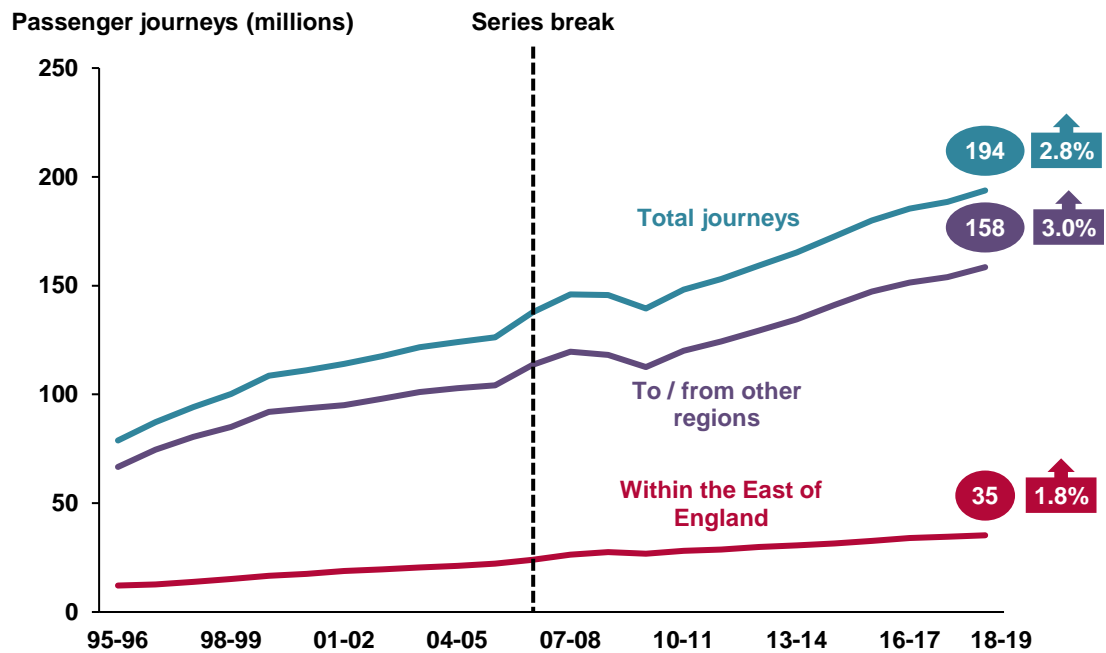
Journeys within the West Midlands increased by 7.7% in 2018-19, to 66 million. Around 80% of these journeys began or ended in the West Midlands Metropolitan County sub-region. This part of the region recorded an increase of 9.3% this year. Herefordshire, Worcestershire and Warwickshire (up 0.4%) and Shropshire and Staffordshire (up 3.1%) also recorded increases this year.

<sup>6</sup> <http://www.westmidlandsrail.com/news/near-%C2%A31-billion-investment-to-bring-new-trains,-extra-seats-and-more-frequent-services/>



## 2.06 East of England

Figure 2.06: Passenger journeys, East of England, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.2](#))



The total number of journeys for the East of England region was 194 million in 2018-19, a rise of 2.8% compared with the previous year. The total number of journeys has increased every year since 2009-10.

Journeys between the East of England and other regions increased by 3.0% in 2018-19, to 158 million. Over 90% of these journeys were to/from London. Such journeys increased by 3.0% to 149 million in 2018-19. There was also a 6.6% increase in journeys to/from the South East taking the total to 4.0 million this year.

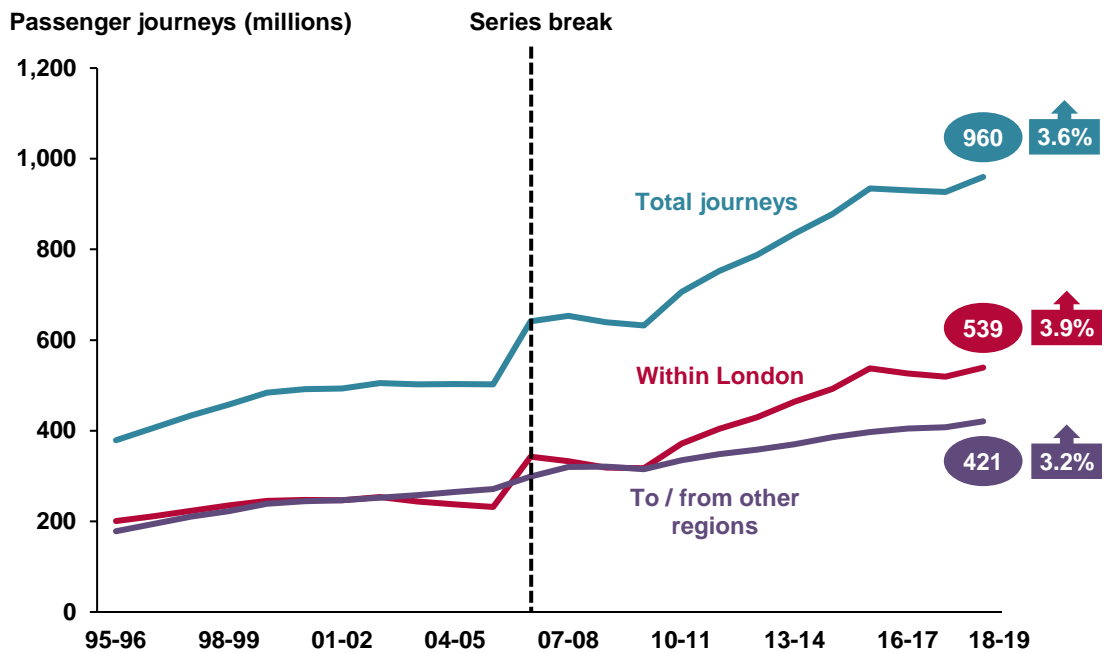
The sub-regions (NUTS2) of Essex (up 4.5%), East Anglia (up 3.0%), and Bedfordshire and Herefordshire (up 1.7%) all recorded increases in journeys beyond the East of England in 2018-19.

Journeys within the East of England increased by 1.8% in 2018-19, to 35 million. The sub-regions of East Anglia (up 3.2%) and Essex (up 2.9%) recorded an increase in journeys within the East of England this year. Bedfordshire and Hertfordshire, however, recorded a decrease of 1.2% compared with 2017-18.



## 2.07 London

Figure 2.07: Passenger journeys, London, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.4](#))



The total number of journeys for London was 960 million in 2018-19, a rise of 3.6% compared with the previous year. This was the first increase in the total number of journeys since 2015-16.

Journeys between London and other regions increased by 3.2% in 2018-19, to 421 million. Around 85% of these journeys are to/from the South East (up 3.4%) or the East of England (up 3.0%). Journeys to/from the West Midlands increased by 5.2%, while Wales (down 0.3%) was the only region for which journeys to/from London decreased.

All five areas (NUTS2 sub-regions) of London recorded increases in journeys beyond the region in 2018-19. Inner London – West recorded an increase of 2.7%, taking the number of journeys to/from other regions to 277 million. This includes most London termini.

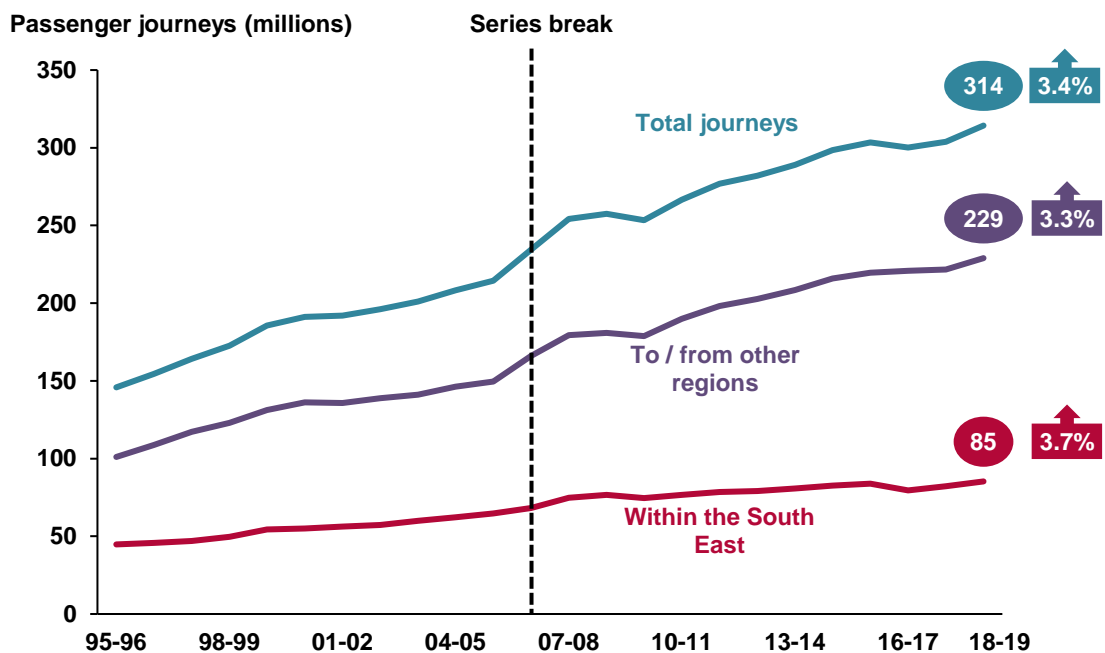
Journeys within London increased by 3.9% in 2018-19, to 539 million. Around 43% of these journeys began or ended in Inner London – East. This area recorded an increase of 5.6% compared with 2017-18. The increase in this part of London, along with the 7.3% increase in Outer London – East and North East, may in part be related to the reopening of the Gospel Oak to Barking line in January 2018<sup>7</sup>. Inner London – West (up 0.8%) recorded the smallest increase this year.

<sup>7</sup> <https://tfl.gov.uk/info-for/media/press-releases/2018/january/london-overground-s-gospel-oak-to-barking-line-to-re-open>



## 2.08 South East

Figure 2.08: Passenger journeys, South East, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.8](#))



The total number of journeys for the South East region was 314 million in 2018-19, a rise of 3.4% compared with the previous year. With the exception of 2009-10 and 2016-17, the total number of journeys has increased every year since the times series began.

Journeys between the South East and other regions increased by 3.3% in 2018-19, to 229 million. Over 90% of these journeys were to/from London. Such journeys increased by 3.4% to 210 million in 2018-19. There was also a 6.6% increase in journeys to/from the East of England taking the total to 4.0 million this year.

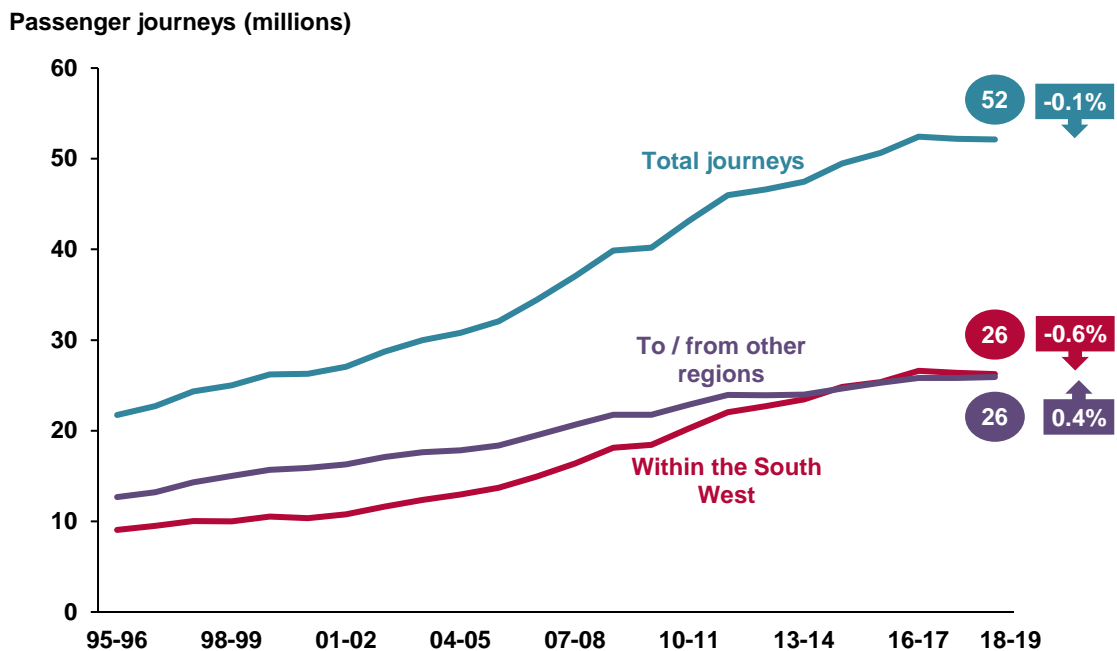
The sub-region (NUTS2) of Surrey and Sussex accounted for around 45% of journeys beyond the South East. The number of such journeys increased to 102 million in 2018-19, up 3.1% compared with 2017-18. The other three sub-regions of the South East recorded increases in journeys beyond the region, with Kent having the largest percentage increase at 5.6%.

Journeys within the South East increased by 3.7% in 2018-19, to 85 million. All four sub-regions of the South East experienced an increase in such journeys this year. Surrey and Sussex (up 5.1%) had the largest increase and Berkshire, Buckinghamshire and Oxfordshire (up 2.1%) had the smallest increase.



## 2.09 South West (revised 23 June 2020)

Figure 2.09: Passenger journeys, South West, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 (Table 15.9)



The total number of journeys for the South West region was 52 million in 2018-19, which was down 0.1% compared with last year. Prior to 2017-18, the South West had experienced continuous growth in total journeys since 1995-96.

Journeys between the South West and other regions increased by 0.4% in 2018-19, to 26 million. Around 73% of these journeys were to/from London (up 1.3%) or the South East (up 0.9%). Journeys to/from six of the other eight regions fell this year with Scotland (down 11.3%) experiencing the largest percentage decrease.

The sub-region (NUTS2) of Gloucestershire, Wiltshire, Bath and Bristol account for around 64% of journeys beyond the South West. The number of such journeys increased to 17 million in 2018-19, up 1.5% compared with 2017-18. The other sub-regions of the South West recorded decreases in journeys beyond the region with Cornwall having the largest percentage decrease at 4.5%.

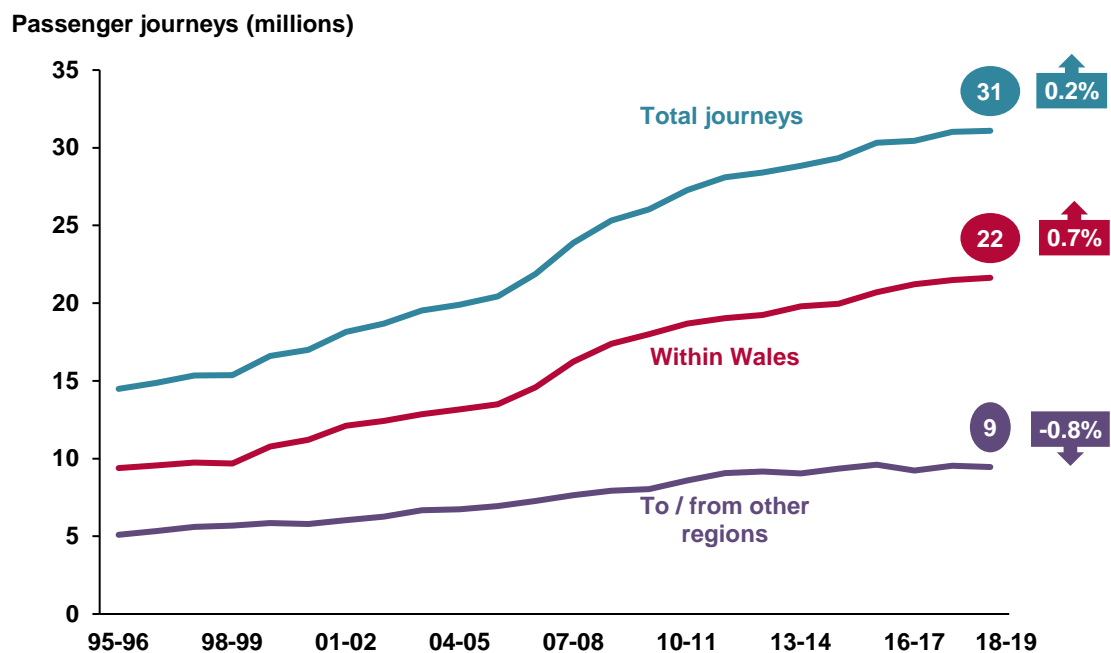
Journeys within the South West decreased by 0.6% in 2018-19, to 26 million. All four sub-regions of the South West experienced a decrease in such journeys this year. Devon (down 0.7%) had the largest decrease. The Gloucestershire, Wiltshire, Bath and Bristol area recorded a fall of 0.5% compared with 2017-18. Journey growth in the Bristol area may have been suppressed by engineering works<sup>8</sup>.

<sup>8</sup> <https://www.itv.com/news/westcountry/2018-09-14/major-rail-disruption-due-to-parkway-engineering-works/>



## 2.10 Wales (revised 23 June 2020)

Figure 2.10: Passenger journeys, Wales, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.10](#))



The total number of journeys for Wales was 31 million in 2018-19, which was up 0.2% compared with last year. This was driven by an increase in journeys within Wales. Along with the East Midlands, Wales is the only region to have recorded a growth in total journeys in every year since the time series began in 1995-96.

Journeys between Wales and other regions decreased by 0.8% in 2018-19, to 9 million. Scotland (up 5.4%) and the North West (up 2.7%) were the only regions to record an increase in journeys to/from Wales. Journeys to/from the South West (down 2.9%) and London (down 0.3%) both recorded decreases this year and these two regions account for over half of journeys made between Wales and other regions.

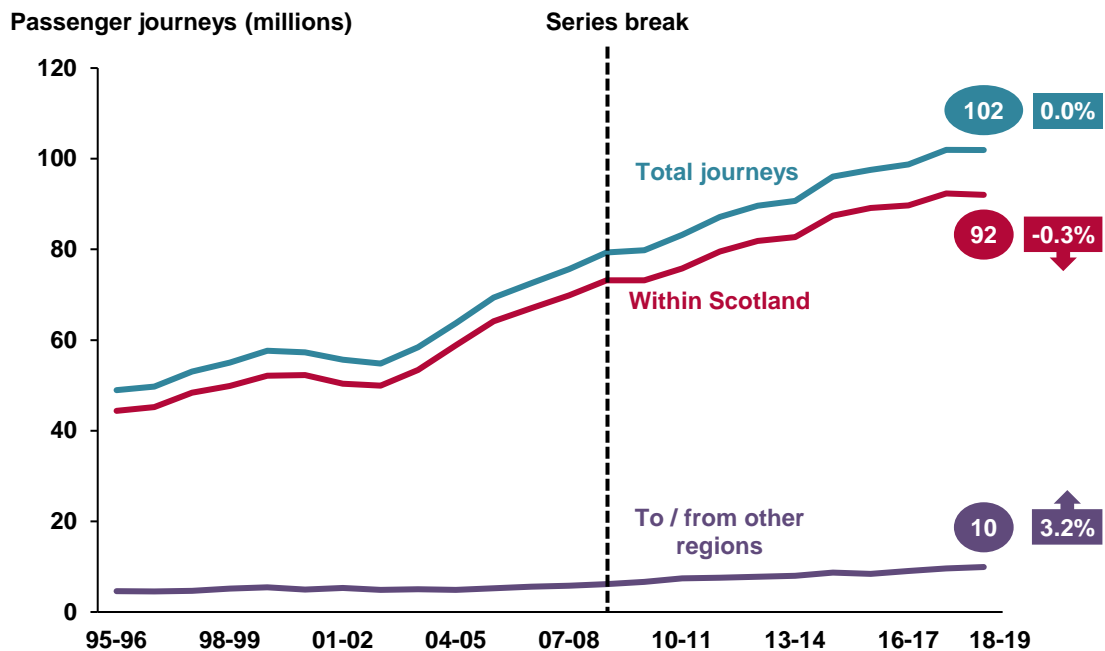
The sub-region (NUTS2) of East Wales accounted for around two-thirds of journeys beyond Wales. The number of such journeys was 6.3 million in 2018-19, down 1.2% compared with 2017-18. The sub-region of West Wales and The Valleys recorded 3.2 million journeys beyond Wales this year. This was down 0.1% compared with a year ago.

Journeys within Wales increased by 0.7% in 2018-19, to 22 million. Journeys beginning or ending in East Wales, which account for around 60% of journeys within Wales, increased by 2.0% compared with 2017-18. Journeys within Wales that began or ended in West Wales and The Valleys decreased by 1.1% compared with a year ago.



## 2.11 Scotland

Figure 2.11: Passenger journeys, Scotland, 1995-96 to 2018-19, and percentage change in 2018-19 compared with 2017-18 ([Table 15.7](#))



The total number of journeys for Scotland was 102 million in 2018-19, which was about the same as last year. This was the first year since 2002-03 that Scotland has not recorded growth for total journeys.

Journeys between Scotland and other regions increased by 3.2% in 2018-19, to 10 million. Around 55% of these journeys are to/from the North West (up 7.6%) or London (up 2.4%). Journeys to/from the North East increased by 2.4%, while journeys to/from Yorkshire and the Humber (down 0.5%) and the West Midlands (down 1.2%) both fell this year.

The sub-region (NUTS2) of Eastern Scotland accounted for around 60% of journeys beyond Scotland. The number of such journeys increased to 6.0 million in 2018-19, up 2.7% compared with 2017-18. The Highlands was the only sub-region of Scotland to record a decrease in journeys beyond Scotland this year (down 5.1%).

Journeys within Scotland decreased by 0.3% in 2018-19, to 92 million. Journeys beginning or ending in the sub-region of West Central Scotland, which account for around 59% of journeys within Scotland, increased by 0.3% compared with 2017-18. The sub-region of North Eastern Scotland recorded a decrease of around 15% for journeys within Scotland, partly due to a line closure<sup>9</sup>.

<sup>9</sup> <https://www.eveningexpress.co.uk/fp/news/local/city-railway-route-on-right-track-to-reopen1/>



# Annex 1 – List of data tables available on the ORR data portal

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

## Passenger journeys in Great Britain

- Regional rail journeys - GB and England, Scotland and Wales, 1995-96 and 2017-18 – [Table 15.3](#)
- Regional rail journeys - Passenger journeys by GB Regions, 2018-19 – [Table 15.13](#)

## Regional rail usage profiles

Regional rail usage profiles present the number of rail passenger journeys made on the network between each region of Great Britain and within each region. This is broken down by sub-regions.

The sub-regions used in all the 11 regional tables use the 2016 [NUTS2](#) boundary definitions. For London, details on which London boroughs are mapped to each sub-region are included on page 15 of the [Quality Report](#).

- Regional rail journeys - East Midlands – [Table 15.1](#)
- Regional rail journeys - East of England – [Table 15.2](#)
- Regional rail journeys - London – [Table 15.4](#)
- Regional rail journeys - North East – [Table 15.5](#)
- Regional rail journeys - North West – [Table 15.6](#)
- Regional rail journeys - Scotland – [Table 15.7](#)
- Regional rail journeys - South East – [Table 15.8](#)
- Regional rail journeys - South West – [Table 15.9](#)
- Regional rail journeys - Wales – [Table 15.10](#)
- Regional rail journeys - West Midlands – [Table 15.11](#)
- Regional rail journeys - Yorkshire and the Humber – [Table 15.12](#)

## Revisions

As part of the production of related 2018-19 statistics, it was identified that the impact of increased demand in the West Midlands had not been fully accounted for in statistics for 2017-18. As a result of re-running processes to produce 2017-18 statistics, the number of journeys to/ from and within the West Midlands has increased, suggesting growth in rail usage in the West Midlands in 2017-18 was greater than previously thought. In addition, this and a subsequent minor revision to 2017-18 statistics has led to small changes to usage figures to/from and within other regions.

Data for journeys to/from NUTS2 areas (tables 3 & 4 of [Table 15.7](#)) from 2008-09 onwards have been revised. Stations within Helensburgh and Lomond were previously included within Highlands and Islands but these have now been re-mapped to West Central Scotland, in accordance with the NUTS2 classification. There have been further revisions for table 4 so that there is consistency between the NUTS2 areas used within this release and those presented in our Estimates of Station Usage dataset. It has not been possible to re-map data for earlier years as we do not have access to the underlying origin/destination data.

In August 2013, a revision was made to Scotland data for 2008-09 to 2010-11. This revision had not been presented correctly in subsequent publications. This error has now been corrected and the figures shown reflect the revision from 2013.

### Update – 23 June 2020

This updated statistical release contains revisions to journey figures for 2018-19. The revisions relate to the correction of an error in the source data, which predominantly affects rail usage in Wales. The revisions result in 2.7 million fewer journeys recorded in Great Britain in 2018-19 with 2.3 million of these being within Wales. Of these, 1.7 million were within the East Wales NUTS2 area. The North West, South West and West Midlands were also affected.

### Changes to journeys to/from regions and changes by Wales NUTS2 areas, 2018-19

	North West	South West	Wales	West Midlands
North West	-190,212	0	-28,908	-49,632
South West		-28,776	-36,432	0
Wales			-2,328,502	-37,488
West Midlands				-33,924

	Within Wales	To/from other regions
East Wales	-1,726,186	-97,152
West Wales	-602,316	-5,676
Total	-2,328,502	-102,828

Data for the Herefordshire, Worcestershire and Warwickshire NUTS2 area between 1995-96 and 2007-08 have been revised in [Table 15.11](#). This is due to West Midlands NUTS2 journeys also being included in their total.

Further details on historic revisions to the data set can be found on the [Revisions log](#).

# Annex 2 – Methodology and limitations

## Methodology

As Britain does not have a fully gated rail network, ORR commissions Steer to produce the annual Origin Destination Matrix (ODM), a comprehensive matrix of rail flows throughout Great Britain. It is based largely on data produced for the MOIRA2.2 rail planning tool which itself is derived from LENNON, the rail industry's ticketing and revenue system. In addition, ODM is further augmented by a range of other data sources to provide a more complete representation of travel on the national rail network. These consist of data for journeys:

- Within Transport for London and Passenger Transport Executive areas e.g. zonal and concessionary products;
- With non-geographical destinations, e.g. Rovers and Ranger products; and
- Relating to airport flows sold at non-National Rail outlets.

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, the above 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 Q4 Passenger Rail Usage statistical release for the corresponding year.

Please see [Passenger Journeys in Great Britain](#), which explains the differences in more detail.

## London stations methodology change

A significant change was made to the way that usage at London stations had been estimated in 2015-16. Oyster data from TfL have been used to give a more accurate distribution of usage across stations.

This does not affect the number of passenger journeys to/from London or within London. However, at a sub-regional level within London direct comparisons between 2015-16 and 2014-15 are not valid. For more information on these changes, please see page 11 of the [Quality Report](#).

## Limitations

The ODM dataset is derived from the rail industry's ticketing and revenue database (LENNON). However, it is not possible to derive all passenger journeys from ticket sales data. As some train operators, primarily Eurostar and Heathrow Express, are not included in rail industry ticketing systems, travel using these operators' tickets are not included in the ODM data. The [Quality Report](#) details the limitations associated with the ODM data.

A number of improvements to the methodology have been implemented over recent years. These 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. Further detail of recent and historical methodological improvements can be found on pages 5-14 of the [Quality Report](#).

Whilst ORR has gained agreement to publish aggregated outputs from the ODM dataset in this statistical release, we are unable to publish more disaggregated information, which is commercially confidential.

## Estimates of station usage

The ODM is also used for the estimates of station usage. The latest 2018-19 estimates are available on the [data portal](#). This includes an estimate of entries, exits and interchanges at each station in Great Britain.

## Annex 3 – Statistical Releases

ORR's [National Statistics](#) accredited statistical releases consist of annual and quarterly themed releases:

### Annual

- Rail Finance
- Rail Fares Index
- Rail Safety Statistics
- Rail Infrastructure and Assets
- Rail Emissions
- Regional Rail Usage

### Quarterly

- Passenger Rail Performance
- Freight Rail Usage and Performance
- Passenger Rail Usage
- Passenger Rail Service Complaints

In addition to the above, ORR publishes the following Official Statistics on the [data portal](#):

### Annual

- Estimates of Station Usage
- Train Operating Company Key Statistics
- Rail Statistics Compendium
- Occupational Health

### Quarterly

- Signals passed at danger (SPADS)
- Delay Compensation Claims
- Disabled Person's Railcard (DPRC)
- Passenger assistance

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

The Department for Transport (DfT) also publishes a range of rail statistics which can be found at [DfT Rail Statistics](#). For example, Rail passenger numbers and overcrowding on weekdays in major cities.

Transport Focus publish the [National Rail Passenger Survey](#) (NRPS).

## 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.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the Authority's regulatory arm - Office for Statistics Regulation (OSR). The OSR considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is ORR's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the OSR promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

Our statistical releases hold National Statistics status since being assessed<sup>10</sup> in 2012. Since our assessment we have improved the content, presentation and quality of our statistical releases. Also, 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. A letter<sup>11</sup> was published on 4 November 2019 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 in 2012. OSR identified some areas that we could consider that may enhance the value of the statistics further and we are working on these.

For more information on how we adhere to the Code please see our compliance statements at: [dataportal.orr.gov.uk/code-of-practice/](https://dataportal.orr.gov.uk/code-of-practice/).

For more details, please contact the Statistics Head of Profession Lyndsey Melbourne at [rail.stats@orr.gov.uk](mailto:rail.stats@orr.gov.uk).

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<sup>10</sup> <https://dataportal.orr.gov.uk/media/1334/uksa-assessment.pdf>

<sup>11</sup> <https://www.statisticsauthority.gov.uk/correspondence/compliance-check-office-rail-and-road-statistics/>



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