



Rail transport, 2015-16

09 March 2017
SB 14/2017

Key Points

- The numbers of rail passenger journeys in Wales have been increasing over the last decade.
- There were 30.31 million rail passenger journeys which either started or ended in Wales in 2015-16, an increase of 3.36 per cent when compared to the previous year. Over two-thirds (68 per cent) of these journeys were within Wales ([chart 1](#) and [table 1](#)).
- Rail passenger journeys within Wales have increased annually with approximately 20.7 million journeys reported in 2015-16 which is a 3.7 per cent increase on the 2014-15 figures ([table 3](#)).
- In 2015 there was 1 railway fatality as a result of trespassing reported in Wales. This does not include suicides because they are no longer reported to the Office of Road and Rail (ORR) ([table 7](#)).
- There were 1,215 notifiable offences reported on Welsh railways in 2015-16, a 4 per cent increase from the previous year ([table 8](#)).



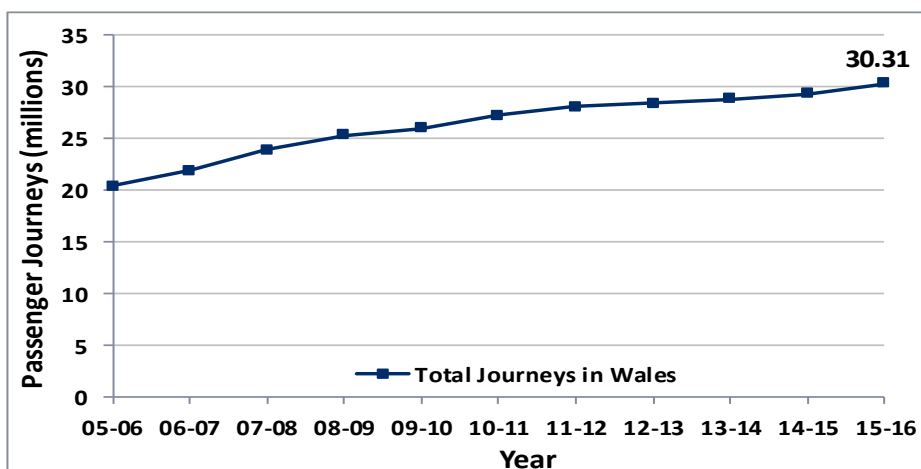
About this bulletin

This annual statistical bulletin reports on rail transport in Wales.

Presents information in 3 sections about the:

1. Rail passenger journeys and train accidents up to the financial year 2015-16.
2. Timetabled train kilometres and railway crimes up to the financial year 2015-16
3. Passenger satisfaction from spring 2006 to autumn 2016.

Chart 1: Rail passenger journeys in Wales between 2005-06 to 2015-16



Source: WG analysis of ORR, National Rail Trends, Regional usage profiles

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1. Rail passenger journeys – Wales

The demand for rail travel is determined by a number of factors like population, economic growth and the cost of travel. [Chart 1](#) shows rail passenger numbers have increased year on year since 2006-07, reaching its present peak of 30.31 million passengers (2015-16). Rail passenger journeys in Wales accounted for 2 per cent of all rail passenger journeys in Great Britain in 2015-16. This section will describe these rail passenger journeys since 2011-12 to present day in more detail, with other years available on Stats Wales.

Table 1: Rail passenger journeys to / from or within Wales, 2011-12 to 2015-16

<i>Millions and percentage</i>					
Year	Within Wales	To / from other Region	Total Journeys in Wales	Total GB journeys	
2011-12	19.0	9.1	28.1	1228.0	
2012-13	19.2	9.2	28.4	1269.0	
2013-14	19.8	9.1	28.8	1332.6	
2014-15	20.0	9.3	29.3	1392.6	
2015-16	20.7	9.6	30.3	1463.8	
% change (a)	↑ 3.7	↑ 2.7	↑ 3.4	↑ 5.1	

Source: WG analysis of office of rail regulation (ORR) data, National Rail Trends, Regional usage profiles

Note:

(a) Refers to percentage change between 2014-15 and 2015-16

When compared to 2011-12, the 2015-16 figures for rail passengers show: an 8.8 per cent increase within Wales, a 6.0 per cent increase to / from other region, a 7.9 per cent increase in Wales and a 19.2 per cent increase in GB journeys. The percentage changes between 2014-15 and 2015-16 are reported in [table 1](#).

Table 2: Rail passenger journeys between Wales and UK countries and English regions, 2011-12 to 2015-16

<i>Thousands and percentage</i>											
Between Wales and:	East of England	East Midlands	London	North East	North West	Scotland	South East	South West	West Midlands	Yorkshire and the Humber	Wales: Total
2011-12	161	141	2,232	40	1,853	48	682	2,602	1,147	153	9,060
2012-13	163	140	2,266	37	1,847	49	699	2,679	1,145	149	9,173
2013-14	158	133	2,225	34	1,825	45	664	2,650	1,170	151	9,054
2014-15	158	137	2,239	34	1,887	52	662	2,797	1,226	162	9,354
2015-16	145	137	2,244	31	1,915	43	646	3,018	1,272	155	9,607
% change (a)	↓ 7.9	↓ 0.5	↑ 0.2	↓ 9.9	↑ 1.5	↓ 17.3	↓ 2.4	↑ 7.9	↑ 3.8	↓ 4.4	↑ 2.7

Source: WG analysis of ORR data, National Rail Trends, Regional usage profiles

Note:

(a) Refers to percentage change between 2014-15 and 2015-16

When looking at the number of rail passenger journeys by region, historically journeys between Wales and London and the South West account for the most rail passengers whereas journeys between Scotland and the North East account for the least amount of rail passengers. Although, rail passenger journeys for the most part since 2006-07 have been increasing year on year, 6 out of the 10 regions have reported between 0.5 and 17.3 per cent decreases in rail passengers in 2015-16 when compared to the previous year. The other 4 have reported increases of between 0.2 and 7.9 per cent in rail passengers in 2015-16 ([table 2](#)).



2. Rail passenger journeys within Wales by local authority

Rail passenger journeys have continued to increase annually since 2011-12 with the 20,706,000 journeys reported in 2015-16 representing the highest numbers recorded within Wales by local authority and a 3.67 per cent increase on the 2014-15 figures. These figures are driven by increases in the South East with passenger journeys in North Wales having fallen over the period. In 2015-16, South East Wales accounted for 80.9 per cent, South West Wales for 10.9 per cent, North Wales for 7.2 per cent, and Mid Wales for 1.0 per cent of all journeys ([table 3](#)). In 2015-16, Cardiff and Rhondda Cynon Taff had the highest whereas the Isle of Anglesey and Ceredigion reported the lowest number of rail passengers.

Table 3: Rail passenger journeys within Wales by local authority, 2011-12 to 2015-16

<i>Thousands and percentage</i>						
Local Authorities	2011-12	2012-13	2013-14	2014-15	2015-16	% change (a)
North Wales	1,648,238	1,612,459	1,539,889	1,490,969	1,492,273	↑ 0.1
Isle of Anglesey	72,391	71,167	69,523	67,820	66,592	↓ 1.8
Gwynedd	568,371	536,426	472,999	502,141	561,940	↑ 11.9
Conway	383,181	378,385	373,073	353,376	325,794	↓ 7.8
Denbighshire	284,120	282,817	282,980	247,587	237,023	↓ 4.3
Flintshire	158,823	158,174	157,661	149,721	145,009	↓ 3.2
Wrexham	181,352	185,490	183,653	170,324	155,915	↓ 8.5
Mid Wales	204,426	199,288	186,830	187,428	213,827	↑ 14.1
Powys	119,283	116,973	110,873	113,339	125,538	↑ 10.8
Ceredigion	85,143	82,315	75,957	74,089	88,289	↑ 19.2
South West Wales	2,110,662	2,143,603	2,157,229	2,234,037	2,259,015	↑ 1.1
Pembrokeshire	205,584	205,037	210,198	224,394	218,832	↓ 2.5
Carmarthenshire	478,819	487,428	480,928	500,910	498,411	↓ 0.5
Swansea	837,559	847,729	853,520	884,614	910,878	↑ 3.0
Neath Port Talbot	588,700	603,409	612,583	624,119	630,894	↓ 1.1
South East Wales	15,074,336	15,268,611	15,907,723	16,059,630	16,740,885	↑ 4.2
Bridgend	999,193	984,967	1,160,131	996,239	1,015,275	↑ 1.9
Vale of Gkamirgan	1,496,071	1,541,760	1,613,460	1,591,876	1,667,483	↑ 4.8
Cardiff	7,380,204	7,499,123	7,733,550	7,995,890	8,470,596	↑ 5.9
Rhondda Cynon Taf	2,327,654	2,337,532	2,355,499	2,335,051	2,319,346	↓ 0.7
Merthyr Tydfil	295,287	318,348	372,443	385,521	392,297	↑ 1.8
Caerphilly	1,314,843	1,324,017	1,372,438	1,414,970	1,409,392	↓ 0.4
Blaenau Gwent	157,860	160,292	163,151	160,275	168,385	↑ 5.1
Torfaen	154,704	161,956	167,889	168,757	179,782	↑ 6.5
Monmouthshire	222,306	222,556	224,542	228,752	247,331	↑ 8.1
Newport	726,214	718,060	744,620	782,299	870,998	↑ 11.3
Wales	19,037,662	19,223,961	19,791,671	19,972,064	20,706,000	↑ 3.7

Source: WG analysis of ORR data, National Rail Trends, Regional usage profiles

Note:

(a) refers to percentage change between 2014-15 and 2015-16.



3. Punctuality

[Table 4](#) illustrates the punctuality of Arriva Trains Wales. Their performance measure for punctuality is for 88.8 per cent of all trains to arrive within 5 minutes of the scheduled arrival time. The figures show that over the 5 year period they have consistently exceeded this performance indicator every year. The figures for punctuality, late trains and cancellations rates have fallen slightly during this time.

Furthermore the number of trains planned increased by 4,187 in 2015-16, which represented a 1.3 per cent increase on the previous year.

Table 4: Punctuality of trains arriving within the estimated time of arrival and number of trains planned, 2011-12 to 2015-16

	<i>percentage and number</i>				
Arrival within	2011-12	2012-13	2013-14	2014-15	2015-16
5 mins (%)	94.2	93.3	93.1	93.0	92.2
10 mins (%)	96.4	95.8	95.7	95.8	95.4
Significantly late (%)	0.2	0.0	0.2	0.2	0.2
Cancelled (%)	1.9	2.4	2.4	2.4	2.5
Trains planned (number)	323,428	321,222	320,929	321,971	326,158

Source: WG analysis of ORR data



4. Rail incidents

Information about safety on the mainline rail network comes from the Rail Safety and Standards Board (RSSB). [Table 5](#) shows that there was a 50 per cent reduction in the number of incidents recorded in 2015 when compared to 2014, although in the context of the past 5 years - and generally small numbers - the 2014 figure itself was particularly high. More broadly the 2015 figure was 14.3 per cent lower when compared to the 2011-2013 average. There were four obstructions in 2015, the lowest number over the period.

Table 5: Train incidents, Wales, 2011 to 2015

	<i>Number</i>				
	2011	2012	2013	2014	2015
Collisions	0	0	0	0	0
Derailments	0	3	2	1	2
Obstructions	16	11	11	17	4
Fires	0	1	3	4	4
Missiles	2	0	0	6	4
Total	18	15	16	28	14

Source: WG analysis of ORR data

In 2015, there were 2 potentially higher-risk train accidents (PHRTA), that is accidents that have the most potential to result in harm ([table 6](#)). Both of them involved derailments collisions, one of the trains had empty coaching stock and the other one had freight trains and vehicles.

Table 6: Potentially higher-risk train accidents (PHRTA), Wales, 20011 to 2015

	<i>Number</i>				
	2011	2012	2013	2014	2015
Collisions					
Passenger trains	0	0	0	0	0
Passenger and freight trains	0	0	0	0	0
Freight trains	0	0	0	0	0
Buffer stop collisions	0	0	0	0	0
Derailments					
Passenger train	0	2	1	0	0
Empty coaching stock	0	0	0	0	1
Freight train and vehicles	0	1	1	1	1
Running into road vehicles					
At level crossings	1	5	2	2	0
Elsewhere on the railway	0	0	0	0	0
Total	1	8	4	3	2

Source: WG analysis of ORR data

Only one fatality was reported in 2015, which was due to trespassing ([table 7](#)), that is where death occurs within one year of the incident on the Welsh rail network. Suicides are no longer captured in the ORR data.

Table 7: Railway fatalities, Wales, 2011 to 2015

	<i>Number</i>					
	Passengers	Staff	Other persons	Trespassers	Suicide	Total
2011	0	0	0	5	1	6
2012	2	0	1	1	12	16
2013	0	0	1	0	10	11
2014	0	0	0	2	11	13
2015	0	0	0	1	0	1

Source: WG analysis of ORR data

Note:

From 2015 - there were changes in the way the data was collected and as a result of this suicides are no longer reportable to the ORR.



5. Rail crime

Information about railway crimes comes from the British Transport Police's (BTP) computerised crime reporting system, CRIME. The total recorded notifiable offences increased by 43 (4 per cent) in 2015-16. The largest categories of recorded offences were: violence against the person (293), theft of passenger property (238) and public disorder (156). Since last year, this year there has been increases in recorded incidents of violent offences (23 per cent), sexual crime (18 per cent), and decreases in public disorder (10 per cent) and motor vehicle crime (11 per cent). The level of recorded theft of railway property and drug crime has fallen ([table 8](#)).

Table 8: Recorded notifiable (a) crime / offences on the rail network in Wales, 2012-13 to 2015-16 (Part 1 – continued overleaf)

Notifiable crime / offence	Number of offences			
	2012-13	2013-14	2014-15	2015-16
Theft of railway/commercial property and burglary				
Burglary/housebreaking booking office	0	2	0	0
Burglary/housebreaking	19	6	7	6
Theft from shop/kiosk	18	23	23	23
Goods in transit offences	0	1	0	0
Theft from vending machines	3	0	5	1
Theft undertaking stores	24	20	26	12
Live cable theft	40	35	24	15
Non - live cable theft	84	65	29	24
Other theft/burglary	9	7	10	17
Total	197	159	124	98
Public disorder				
Bomb hoax offences	0	0	4	2
Breach of the peace	0	0	0	0
Other public order crime	177	165	170	154
Total	177	165	174	156
Fraud				
Ticket fraud	0	0	0	0
Forgery	0	3	0	1
Other fraud	9	5	2	5
Total	9	8	2	6
Drug crime				
Trafficking in controlled drug	4	0	5	7
Possession of controlled drug	151	116	75	66
Proceeds of crime (drugs)	0	0	0	0
Other drug crime	0	0	0	0
Total	155	116	80	73
Other notifiable crime/offences				
Handling/reset	3	3	2	3
Other firearms offences	4	0	0	0
Proceeds of crime (excl. drugs)	0	1	1	0
Other theft	10	8	7	9
Other offences	20	17	18	20
Total	37	29	28	32

Source: WG analysis of the British Transport Police Statistical Bulletin

Note:

(a) Number of serious offences recorded by the British Transport Police during the year to 31 March

Table 8 (continued): Recorded notifiable (a) crime / offences on the rail network in Wales, 2012-13 to 2015-16

Notifiable crime / offence	Number of offences			
	2012-13	2013-14	2014-15	2015-16
Violence against the person				
Homicide	0	0	0	0
Attempted murder	0	0	0	0
Serious assault	79	62	68	60
Common assault	83	118	107	139
Police assault	12	10	17	13
Firearms/explosive	17	11	0	0
Racially aggravated harassment	15	20	12	22
Other violence	11	15	34	59
Total	217	236	238	293
Sexual crime				
Sexual crime against females	11	7	14	10
Sexual crime against males	0	1	1	3
Exposure	3	2	3	6
Other sexual crime	4	8	4	7
Total	18	18	22	26
Criminal damage/malicious mischief				
Criminal damage/malicious mischief	59	48	58	85
Arson/fire-raising	4	8	3	5
Graffiti	8	18	17	8
Other criminal damage	0	0	0	1
Total	71	74	78	99
Line of route crime				
Destroy or damage/endorse safety	11	7	10	13
Obstruction	44	48	46	57
Throw missile at rail vehicle	17	14	15	7
Total	72	69	71	77
Theft of passenger property				
Theft luggage	59	51	57	76
Theft personal property	124	121	129	131
Theft from the person	32	34	35	31
Total	215	206	221	238
Motor vehicle/cycle crime				
Theft motor vehicle	5	1	2	3
Take vehicle without consent	1	2	1	0
Theft from vehicle	27	28	23	5
Damage to motor vehicle	19	15	20	22
Theft/damage pedal cycle	48	58	80	85
Interfere with motor vehicle	0	1	3	0
Total	100	105	129	115
Robbery				
Robbery	9	5	5	2
Assault with intent to rob	0	0	0	0
Total	9	5	5	2
All notifiable crime / offences	1,277	1,190	1,172	1,215

Source: WG analysis of the British Transport Police Statistical Bulletin

Note:

(a) Number of offences recorded by the British Transport Police during the year to 31 March.

In 2015-16 there was an 11 per cent reduction in the number of non-notifiable offences when compared to 2014-15. The largest category was the less serious line route offences (629) which represented 47 per cent of all non-notifiable offences. Less serious line of route offences and less serious fraud reported slight increases, whereas less serious public order offences and other less serious offences reported slight decreases in 2015-16 when compared to the previous year's figures ([table 9](#)).

Table 9: Recorded non-notifiable (a) offences on the rail network in Wales, 2012-13 to 2015-16

	<i>Number of offences</i>			
Non-notifiable offence	2012-13	2013-14	2014-15	2015-16
Less serious line of route offences				
Railway trespass	579	505	541	590
Transport and works offences	0	0	0	0
Stonethrowing	52	34	33	26
Other less serious line of route offences	5	2	6	13
Total	636	541	580	629
Less serious public disorder offences				
Alcohol offences	81	73	75	109
Breach of the peace	0	0	0	0
Other less serious public order	331	311	355	226
Total	412	384	430	335
Less serious fraud				
Travel fraud	62	46	54	71
Travel related crime/greater distance	93	54	69	62
Failure to provide details/show ticket	0	1	1	1
Total	155	101	124	134
Other less serious offences				
Driving offences (R.T.A)	129	207	280	192
Vehicle related (byelaws)	5	12	6	4
Begging	16	35	22	8
Protection equipment	17	7	11	14
Other less serious offences	25	23	46	23
Total	192	284	365	241
All non-notifiable offences	1,395	1,310	1,499	1,339

Source: WG analysis of the British Transport Police Statistical Bulletin

Note:

Number of offences recorded by the British Transport Police during the year to 31 March.



6. Passenger satisfaction

Information about passenger satisfaction with train services and station facilities comes from surveys of rail users carried out by Passenger Focus. The survey asks the same set of questions about passengers' experience of using railway facilities and rolling stock in the spring and autumn of each year.

Overall satisfaction for train stations and rolling stock facilities decreased by 6 percentage points from 88 per cent in autumn 2012 to 82 per cent in autumn 2016. The average for all other regional operators decreased by 2 percentage point down from 86 per cent in autumn 2012 to 84 per cent in autumn 2016. Passenger dissatisfaction has increased by 3 percentage points in autumn 2016 since the autumn 2012 survey.

Table 10: Overall passenger satisfaction with their journey on Arriva Trains Wales trains, autumn 2012 to autumn 2016

	<i>Number / Percentage of respondents</i>				
	Sample size (number)	Satisfied or good (%)	Neither satisfied nor dissatisfied (%)	Dissatisfied or poor (%)	All regional operators satisfied or good (%)
Autumn 2012	1,308	88	8	4	86
Spring 2013	1,201	88	8	4	84
Autumn 2013	1,206	86	10	4	84
Spring 2014	1,045	83	11	6	86
Autumn 2014	1,033	83	11	6	84
Spring 2015	1,335	89	9	2	85
Autumn 2015	1,055	82	12	6	88
Spring 2016	970	82	11	7	85
Autumn 2016	1,040	82	11	7	84

Source: WG analysis of the Passenger Focus National Rail Passenger Surveys

Rail passenger satisfaction with information provision at rail stations owned and operated by Arriva Trains Wales has reduced by 3 percentage points in autumn 2016 since the autumn 2012 survey to 78 per cent. Passenger dissatisfaction has remained between 5 and 9 per cent during the same period. Furthermore when compared with all regional operators during the same period, passenger satisfaction with information provision has been lower at Arriva Trains Wales operated stations.

Table 11: Overall passenger satisfaction with the provision of information about train times/platforms at Arriva Trains Wales stations, spring 2012 to autumn 2016

	<i>Number / Percentage of respondents</i>				
	Sample size (number)	Satisfied or good (%)	Neither satisfied nor dissatisfied (%)	Dissatisfied or poor (%)	All regional operators satisfied or good (%)
Autumn 2012	1,273	81	12	7	86
Spring 2013	1,133	83	11	6	86
Autumn 2013	1,158	81	10	9	83
Spring 2014	1,000	82	12	6	86
Autumn 2014	974	81	11	8	84
Spring 2015	1,265	85	10	5	86
Autumn 2015	967	82	11	7	87
Spring 2016	915	83	11	6	87
Autumn 2016	976	78	15	7	84

Source: WG analysis of the Passenger Focus National Rail Passenger Surveys

Rail passenger satisfaction with information provision on rail services operated by Arriva Trains Wales in the autumn 2016 was 63 per cent. This is a reduction of 3 per cent on the spring 2012 survey. Between spring 2012 and autumn 2016, the proportion of satisfied passengers has remained between 63 and 67 per cent. The satisfaction level for all other regional operators was 71 per cent in autumn 2016. Over this period the benchmark of passenger satisfaction has remained constant between 69 and 71 per cent ([table 12](#)).

Table 12: Overall passenger satisfaction with the provision of information during the journey on Arriva Trains Wales trains, spring 2012 to autumn 2016

	<i>Number / Percentage of respondents</i>				
	Sample size (number)	Satisfied or good (%)	Neither satisfied nor dissatisfied (%)	Dissatisfied or poor (%)	All regional operators satisfied or good (%)
Autumn 2012	1,199	66	23	10	71
Spring 2013	1,064	66	23	11	71
Autumn 2013	1,086	64	24	12	70
Spring 2014	958	66	23	11	71
Autumn 2014	940	66	21	13	69
Spring 2015	1,204	67	24	10	70
Autumn 2015	950	63	26	11	74
Spring 2016	864	64	23	14	72
Autumn 2016	927	63	23	14	71

Source: WG analysis of the Passenger Focus National Rail Passenger Surveys

Notes

1 Context

1.1 Related Publications

The Department for Transport produce a series presenting [statistical information on the national rail system in Great Britain](#).

The Department for Regional Development in Northern Ireland produce a [quarterly statistics bulletin on road and rail transport](#).

2 Symbols

The following symbols have been used throughout the bulletin:

% Percentage, ↑ Increased, ↓ Decreased

3 Key Quality Information

3.1 Relevance

These statistics are used both within and outside the Welsh Government to monitor trends in rail transport and as a baseline for further analysis.

3.2 Accuracy

The information in this Bulletin is based on a range of household and individual surveys and on administrative data.

Timetabled train kilometres and rail passenger numbers

These are compiled by the Office of Rail Regulation (ORR). ORR data are available via their National Rail Trends (NRT) [Data Portal](#), an online interface for ORR's database of rail statistics:

Rail safety

Data are taken from the Rail Safety and Standards Board's (RSSB) Safety Management Information System (SMIS). Its scope is generally limited to incidents that occur in stations, on trains, or elsewhere on Network Rail managed infrastructure, such as the track and trackside. However, workforce fatalities that occur away from these locations, but occur during working time, are also included. For more information about the SMIS see the [RSSB website](#).

Rail crime

Information comes from the British Transport Police's (BTP) computerised crime reporting system, CRIME. The Home Office introduced a National Crime Reporting Standard (NCRS) that all police forces across England and Wales were required to adopt. BTP adopted this standard on 1 April 2002. The basic principles of NCRS are that if on the balance of probability a crime has been committed, it is recorded as a crime. The standard has made crime recording more victim focused. Crime statistics are not always accurate indicators of risk. Police activity to target particular offences, changes in reporting patterns and other factors can affect reported crime figures. For more information see the [BTP's Statistical Bulletin](#).

It should also be noted that this bulletin no longer contains any suicide data as this data is no longer reportable to the ORR.

Passenger satisfaction

Figures are collected by the National Passenger Survey (NPS) which provides a picture of customers' satisfaction with rail travel. Passenger opinions of train services are collected twice a year from a representative sample of passenger journeys. Passengers' overall satisfaction and satisfaction with 30 specific aspects of service can therefore be compared over time.

Questionnaires are handed out at stations to passengers about to board a train, with a reply paid envelope provided for returning questionnaires. Fieldwork is carried out each spring (principally in February/March) and in the autumn (principally in September/October) over an 11 week period.

Quotas for returned questionnaires, and weighting for the survey results, are set overall and by weekday/weekend, journey purpose and station size based on information from each Train Operating Company (TOC). This sample design and weighting ensures that data is representative of all passenger journeys made on each TOC. National results are constructed by combining data for all TOCs together, weighting by number of journeys.

Approximately 33% of questionnaires that are given out are returned each survey. Returned questionnaires are checked to confirm that details provided are for a real journey and then the questionnaire response is assigned to the appropriate Train Operating Company (TOC).

[Details of the compliance of this survey with National Statistics standards.](#)

The survey itself can be found on the [Passenger Focus website](#).

3.3 Timeliness and punctuality

The statistics in this bulletin relate to cases in Wales and Great Britain during either the 2015-16 financial year ending March 2016 (ORR data, tables 1-4 and British Transport Police data, tables 8-9) or the 2016 calendar year (ORR data, tables 5-7) or the bi annual passenger satisfaction survey (tables 10-12) depending on the data source. .

3.4 Accessibility and clarity

This Statistical Bulletin is pre-announced and then published on the Statistics & Research website and all the data in this bulletin as well as other years is available on the [StatsWales website](#).

3.5 Comparability and coherence

See sections 1.1.

4 National Statistics status

The [United Kingdom Statistics Authority](#) has 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 UK Statistics Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is Welsh Government'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 Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

5 Well-being of Future Generations Act (WFG)

The Well-being of Future Generations Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals for Wales. These are for a more equal, prosperous, resilient, healthier and globally responsible Wales, with cohesive communities and a vibrant culture and thriving Welsh language. Under section (10)(1) of the Act, the Welsh Ministers must (a) publish indicators ("national indicators") that must be applied for the purpose of measuring progress towards the achievement of the Well-being goals, and (b) lay a copy of the national indicators before the National Assembly. The 46 national indicators were laid in March 2016 and this release does not include any of these national indicators.

Information on indicators and associated technical information - [How do you measure a nation's progress? - National Indicators](#)

Further information: [Well-being of Future Generations \(Wales\) Act 2015](#).

6 Further details

The document is available at: <http://gov.wales/statistics-and-research/rail-transport/?lang=en>

7 Next update

December 2017

8 We want your feedback

We welcome any feedback on any aspect of these statistics which can be provided by email to: stats.transport@wales.gsi.gov.uk

9 Open Government Licence

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