Statistical Bulletin
Bwletin Ystadegol

25 March 2015

Rail station usage in Wales 2013-14

This Statistical Bulletin reports on the usage of rail stations in Wales. Information covers each station in Wales for the past three financial years, from 2011-12 to 2013-14, and for Wales and the UK as a whole back to 2004-05. The bulletin is based on the annual station usage report that is published by the Office of Rail Regulation (ORR). As part of this report the ORR publish a spreadsheet which lists the estimated station entries and station exits for each station on the UK rail network.

Key results

The total number of station entries/exits in Welsh stations has risen every year since 2005-06. Cardiff Central remains the busiest station in Wales with around one quarter of all station entries/exits. Rail station usage in Wales accounts for around 2 per cent of the UK total.

Chart 1: Station entries/exits in Wales, 2005-06 to 2013-14
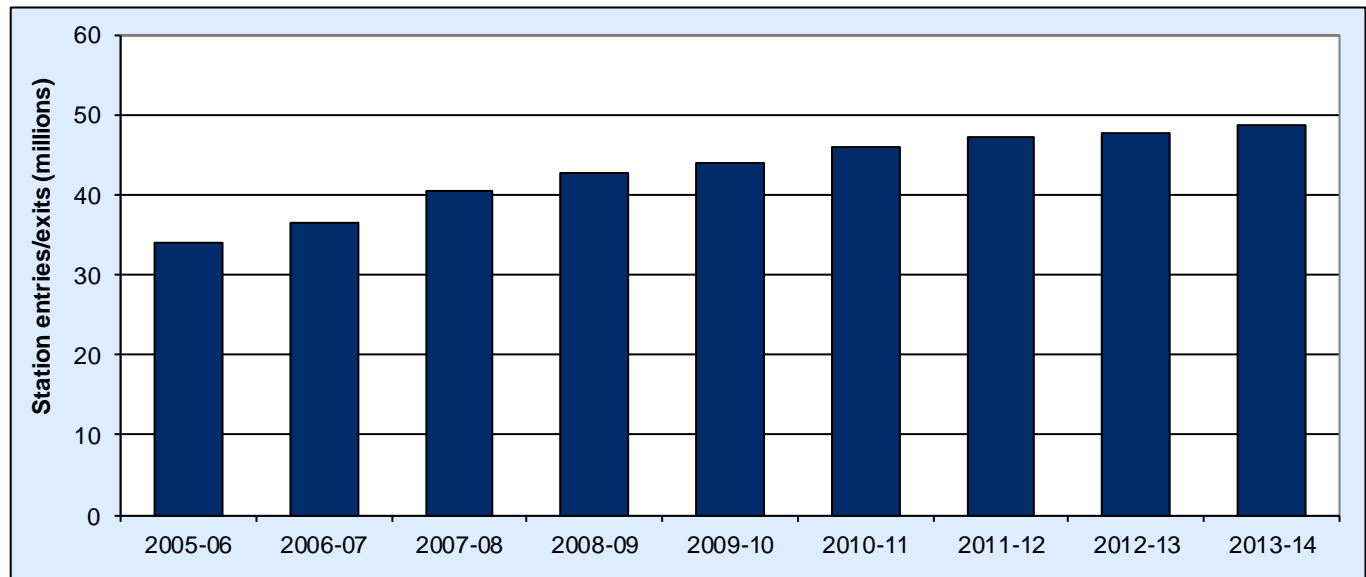
- In 2013-14 there were 220 rail stations in Wales (table 3);
- There was an increase of 2.1 per cent in the number of station entries/exits in Wales compared to last year (table 2).
- Of the 20 busiest stations in Wales, half are part of the Valley Lines network, not including Cardiff Central and Cardiff Queen Street and two in North Wales at Rhyl and Wrexham General (table 1).

Contents

Background

The Office of Rail Regulation (ORR) have commissioned Steer Davies Gleave to collate and report on station usage figures on an annual basis. The data consists of estimates of the number of passengers travelling to and from each station (entries and exits). They are based on ticket sales data from the national ticketing database and estimates of travel using zonal/multi-modal tickets sold by Strathclyde Partnership for Transport and English Integrated Transport Authorities (formerly PTEs). For further information see the Key Quality Information section at the end of the bulletin.

In Wales, as in England and Scotland, passenger train services are operated by a number of companies, referred to as Train Operating Companies (TOCs), normally on the basis of regional franchises awarded by the Department for Transport. There are 4 TOCs who have services to/from/within Wales – Arriva Trains Wales (who operate the Wales and Borders franchise); First Great Western (who operate services between Swansea and London with a summer weekend service to Pembroke Dock); Crosscountry Trains (who operate a service from Cardiff to Nottingham via Newport and Chepstow); and Virgin Trains (who operate services from Holyhead to London Euston).

Busiest stations in Wales

For all 2220 stations in Wales there was a growth of 2.1 per cent in the number of station entries/exits in 2013-14 . Almost a quarter, some 24 per cent, of all station entries/exits in Wales occurred at Cardiff Central station.

Table 1: 20 busiest stations in Wales by station entries/exits, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Cardiff Central	11,507,598	11,637,744	1.1	11,739,630	0.9
Cardiff Queen	2,488,920	2,495,238	0.3	2,462,700	-1.3
Newport	2,275,362	2,250,258	-1.1	2,291,044	1.8
Swansea	2,148,352	2,162,128	0.6	2,116,490	-2.1
Bridgend	1,578,766	1,547,098	-2.0	1,669,880	7.9
Cardiff Bay	793,382	869,126	9.5	1,019,348	17.3
Pontypridd	873,630	878,656	0.6	861,092	-2.0
Treforest	911,766	834,386	-8.5	824,964	-1.1
Neath	810,020	806,264	-0.5	820,188	1.7
Cathays	755,408	772,586	2.3	806,646	4.4
Caerphilly	678,380	691,516	1.9	698,318	1.0
Bangor	676,858	680,102	0.5	662,970	-2.5
Barry Island	617,212	592,354	-4.0	621,224	4.9
Penarth	589,340	611,822	3.8	599,648	-2.0
Rhyl	633,700	612,004	-3.4	591,130	-3.4
Wrexham General	622,466	615,306	-1.2	590,968	-4.0
Barry	506,272	526,808	4.1	559,104	6.1
Aberdare	537,542	552,436	2.8	557,992	1.0
Merthyr Tydfil	452,706	481,696	6.4	547,026	13.6
Treherbert	512,582	529,676	3.3	541,720	2.3
Other Welsh stations	17,162,000	17,486,680	1.9	18,051,904	3.2
All Welsh stations	47,132,262	47,633,884	1.1	48,633,986	2.1

Source: ORR Estimates of Station Usage

- For the majority of the busiest 20 stations, numbers of entries/exits remained relatively stable, with a small rise overall. The remaining Welsh stations showed stronger growth as a whole into 2013-14;

- There was an annual increase of 17 per cent in station entries/exits in Cardiff Bay, while Rhyl saw a 4 per cent fall in the same period.

Comparisons with the UK

Rail station usage in Wales accounts for around 2 per cent of the UK total.

Chart 2: Station entries/exits in Wales, comparison with the UK, 2005-06 to 2013-14
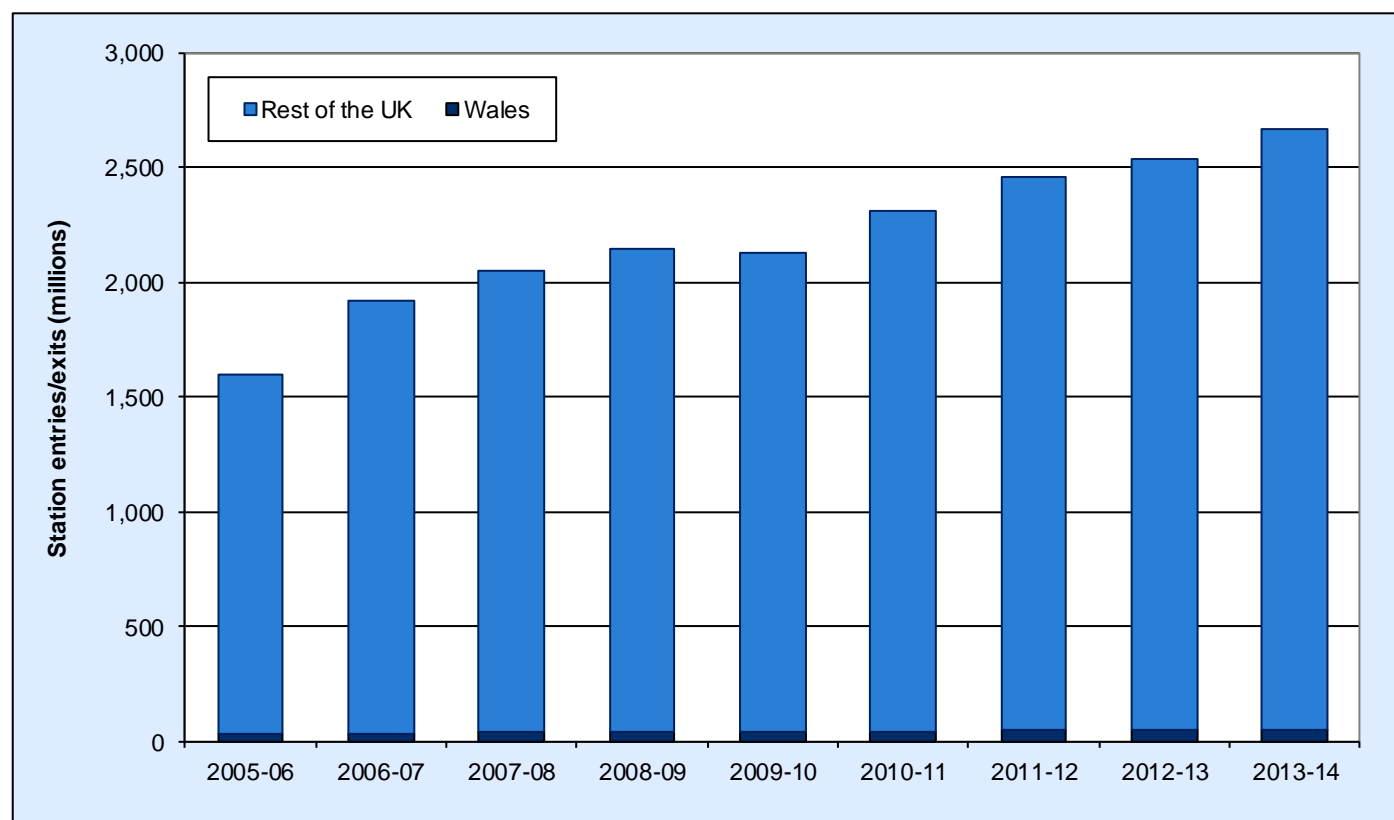
Table 2: Station entries/exits in Wales, comparison with the UK, 2005-06 to 2013-14

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	Wales		UK	
	Number	Year on year growth	Number	Year on year growth
2005-06	34	.	1,601	.
2006-07	36	7.5	1,917	19.7
2007-08	40	10.9	2,050	6.9
2008-09	43	5.6	2,148	4.8
2009-10	44	3.1	2,131	-0.8
2010-11	46	4.3	2,314	8.6
2011-12	47	2.6	2,456	6.1
2012-13	48	1.1	2,538	3.3
2013-14	49	2.1	2,665	5.0

Source: ORR Estimates of Station Usage

The number of rail station entries/exits in Wales has grown steadily over the last nine years.

Chart 3: Station entries/exits in Wales, year on year change, comparison with the UK, 2006-07 to 2013-14
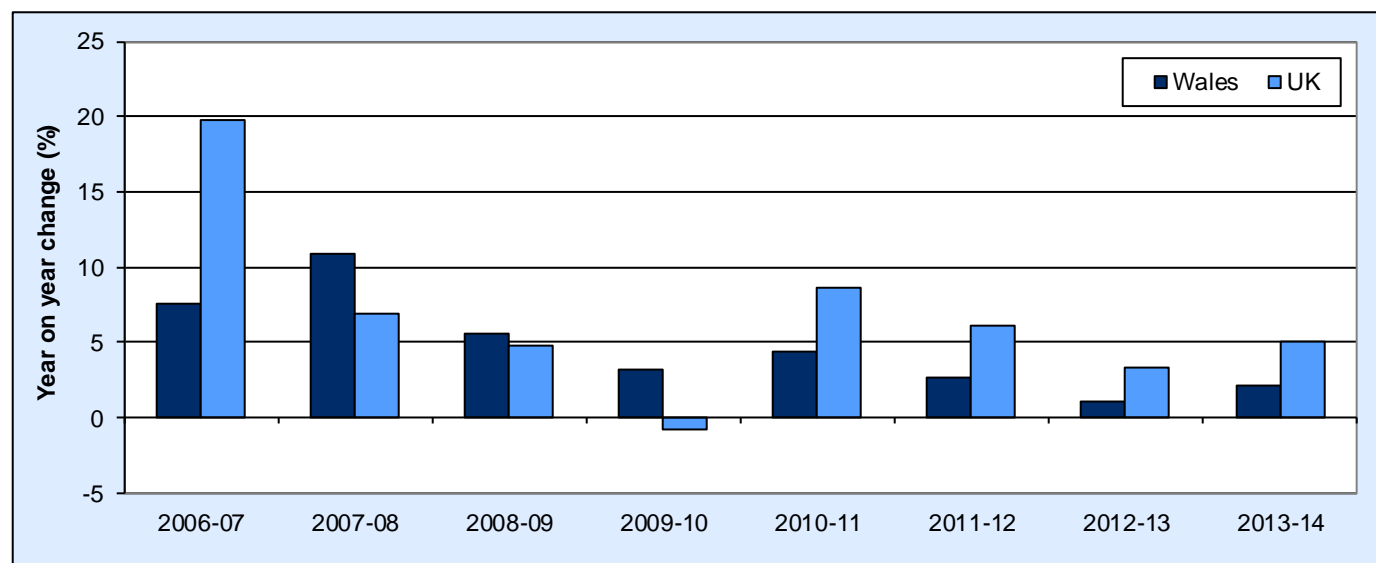
The number of rail stations in Wales has remained fairly constant over recent years, compared with steady growth in the UK as a whole.

Table 3: Number of rail stations in Wales, comparison with the UK, 2005-06 to 2013-14

	Wales	UK
2005-06	212	2,506
2006-07	212	2,519
2007-08	219	2,518
2008-09	218	2,518
2009-10	218	2,525
2010-11	218	2,531
2011-12	218	2,533
2012-13	219	2,535
2013-14	220	2,537

Source: ORR Estimates of Station Usage

Valley Lines

The Valley Lines is a network of suburban rail lines connecting the major communities in South East Wales into and out of Cardiff via Cardiff Central, Cardiff Queen Street and Cathays Stations. The lines provide an important role carrying commuter traffic to and from Cardiff. The lines also link up several universities and carry a significant number of people travelling for shopping and leisure purposes.

Passenger Railways & Stations Valley Lines

Stations shown: Rhymney, Ebbw Vale Parkway, Merthyr Tydfil, Pontlottyn, Pentre-bach, Tir-phil, Aberdare, Troad-y-rhiw, Brithdir, Cwmbach, Bargoed, Llanhilleth, Fernhill, Merthyr Vale, Gilfach Fargoed, Mountain Ash, Penrhiwceiber, Pengam, Newbridge, Treherbert, Quaker's Yard, Ynyswen, Treorchy, Hengoed, Ton Pentre, Ystrad Rhondda, Abercynon, Ystrad Mynach, Llwynypia, Crosskeys, Tonypandy, Trehafod, Dinas, Porth, Llanbradach, Risca and Pontymister, Pontypridd, Rogerstone, Trefforest, Caerphilly, Trefforest Estate, Aber, Maesteg, Maesteg Ewenny Road, Garth, Birchgrove, Tondu, Llanharan, Taffs Well, Rhiwbina, Lisvane & Thornhill, Sarn, Whitchurch, Llanishen, Pencoed, Pontyclun, Coryton, Wildmill, Radyr, Ty Glas, Heath High Level, Heath Low Level, Bridgend, Llandaf, Danescourt, Fairwater, Cathays, Waun-Gron Park, Cardiff Queen Street, Cardiff Central, Ninian Park, Grangetown, Cardiff Bay, Cogan, Dingle Road, Eastbrook, Penarth, Dinas Powys, Llantwit Major, Cadoxton, Barry, Barry Docks, Rhoose, Barry Island

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Butetown Line

The Butetown line consists of just two stations at either end of the short link between the Cardiff Queen Street and Cardiff Bay.

Table 4: Butetown Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Cardiff Queen Street	2,488,920	2,495,238	0.3	2,462,700	-1.3
Cardiff Bay	793,382	869,126	9.5	1,019,348	17.3

Source: ORR Estimates of Station Usage

- In 2013-14 the number of station entries/exits at Cardiff Bay station continued to increase, with a 17 per cent rise.

City Line

The City Line runs from Radyr to Coryton linking a number of suburban stations with Cardiff Central and Cardiff Queen Street.

Table 5: City Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Radyr	449,042	462,160	2.9	468,968	1.5
Danescourt	65,904	70,308	6.7	85,522	21.6
Fairwater	31,100	39,942	28.4	50,728	27.0
Waun-Gron Park	47,490	51,170	7.7	55,492	8.4
Ninian Park	69,934	82,964	18.6	99,936	20.5
Cardiff Central	11,507,598	11,637,744	1.1	11,739,630	0.9
Cardiff Queen Street	2,488,920	2,495,238	0.3	2,462,700	-1.3
Heath Low Level	37,704	42,154	11.8	54,054	28.2
Ty Glas	110,222	117,258	6.4	131,034	11.7
Birchgrove	21,428	19,214	-10.3	33,974	76.8
Rhiwbina	28,788	30,330	5.4	46,280	52.6
Whitchurch	6,842	8,118	18.6	11,374	40.1
Coryton	279,030	289,832	3.9	265,778	-8.3
All Total w/o Cardiff Central & Cardiff Queen Street	1,147,484	1,213,450	5.7	1,303,140	7.4
All Stations Total	15,144,002	15,346,432	1.3	15,505,470	1.0

Source: ORR Estimates of Station Usage

- In 2013-14 there was a rise in station entries/exits all stations along the route other than Coryton; Birchgrove having the largest increase (77 per cent)

- Excluding Cardiff Central and Queen St, there was an average rise in station entries/exits of some 7 per cent on this line compared with 2012-13.

Vale of Glamorgan Line

The Vale of Glamorgan line links Cardiff Central to both Penarth and ultimately Bridgend via Barry and Rhoose.

Table 6: Vale of Glamorgan Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Cardiff Central	11,507,598	11,637,744	1.1	11,739,630	0.9
Grangetown	158,058	169,950	7.5	180,066	6.0
Dingle Road	25,784	30,490	18.3	59,562	95.3
Penarth	589,340	611,822	3.8	599,648	-2.0
Cogan	237,322	260,766	9.9	282,860	8.5
Eastbrook	165,020	165,336	0.2	169,138	2.3
Dinas Powys	82,190	84,524	2.8	96,580	14.3
Cadoxton	254,046	272,522	7.3	278,276	2.1
Barry Docks	176,352	191,272	8.5	203,624	6.5
Barry	506,272	526,808	4.1	559,104	6.1
Barry Island	617,212	592,354	-4.0	621,224	4.9
Rhoose Cardiff Airport	179,560	184,468	2.7	185,150	0.4
Llantwit Major	283,008	293,824	3.8	304,040	3.5
Bridgend	1,578,766	1,547,098	-2.0	1,669,880	7.9
Total w/o Cardiff Central & Bridgend	3,274,164	3,384,136	3.4	3,539,272	4.6
All Stations Total	16,360,528	16,568,978	1.3	16,948,782	2.3

Source: ORR Estimates of Station Usage

- In 2013-14 there has been a strong growth in the number of station entries/exits along the majority of this line. Dingle Road has seen the largest increase at some 95 per cent ;

- Excluding Cardiff Central and Bridgend, there was an average rise in station entries/exits of almost 5 per cent on this line compared with 2012-13.

Merthyr Line

The Merthyr line links Cardiff Central station with Merthyr Tydfil via Pontypridd and Abercynon.

Table 7: Merthyr Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Cardiff Central	11,507,598	11,637,744	1.1	11,739,630	0.9
Cardiff Queen Street	2,488,920	2,495,238	0.3	2,462,700	-1.3
Cathays	755,408	772,586	2.3	806,646	4.4
Llandaf	397,572	417,850	5.1	441,176	5.6
Radyr	449,042	462,160	2.9	468,968	1.5
Taffs Well	311,658	313,570	0.6	324,274	3.4
Treforest Estate	104,442	108,410	3.8	113,956	5.1
Treforest	911,766	834,386	-8.5	824,964	-1.1
Pontypridd	873,630	878,656	0.6	861,092	-2.0
Abercynon	240,070	243,948	1.6	251,688	3.2
Quakers Yard	64,748	71,726	10.8	82,940	15.6
Merthyr Vale	41,676	46,934	12.6	61,584	31.2
Troed-y-Rhiw	31,564	34,662	9.8	44,544	28.5
Pentre-Bach	19,752	21,756	10.1	28,334	30.2
Merthyr Tydfil	452,706	481,696	6.4	547,026	13.6
Total w/o Cardiff Central & Cardiff Queen Street	4,654,034	4,688,340	0.7	4,857,192	3.6
All Stations Total	18,650,552	18,821,322	0.9	19,059,522	1.3

Source: ORR Estimates of Station Usage

- 2013-14 saw rises in the number of station entries/exits for the majority of stations along the route. The largest growth, of some 31 per cent and 30 per cent respectively, was at Merthyr Vale and Pentre Bach;

- The number of station entries/exits at the line's terminus at Merthyr Tydfil grew strongly at 14 per cent;

- Excluding Cardiff Central and Queen St, there was an average annual increase in station entries/exits of 4 per cent on this line compared to 2012-13.

Aberdare Line

The Aberdare line largely follows the same route alignment as the Merthyr Line, branching off to Aberdare to the north of Abercynon.

Table 8: Aberdare Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Cardiff Central	11,507,598	11,637,744	1.1	11,739,630	0.9
Cardiff Queen Street	2,488,920	2,495,238	0.3	2,462,700	-1.3
Cathays	755,408	772,586	2.3	806,646	4.4
Llandaf	397,572	417,850	5.1	441,176	5.6
Radyr	449,042	462,160	2.9	468,968	1.5
Taffs Well	311,658	313,570	0.6	324,274	3.4
Treforest Estate	104,442	108,410	3.8	113,956	5.1
Treforest	911,766	834,386	-8.5	824,964	-1.1
Pontypridd	873,630	878,656	0.6	861,092	-2.0
Abercynon	240,070	243,948	1.6	251,688	3.2
Penrhriwceiber	55,386	51,632	-6.8	49,440	-4.2
Mountain Ash	94,128	96,686	2.7	91,996	-4.9
Fernhill	19,976	23,948	19.9	24,250	1.3
Cwmbach	18,126	20,470	12.9	20,278	-0.9
Aberdare	537,542	552,436	2.8	557,992	1.0
All Stations w/o Cardiff Central & Cardiff Queen Street	4,768,746	4,776,738	0.2	4,836,720	1.3
All Stations total	18,765,264	18,909,720	0.8	19,039,050	0.7

Source: ORR Estimates of Station Usage

- While the number of station entries/exits generally saw an increase in 2013-14 rise along this branch, a number of stations saw reductions in entries/exits;

- The number of station entries/exits at the line's terminus at Aberdare continued to rise with a 1 per cent increase;

- Excluding Cardiff Central and Queen St, there was an average annual increase in station entries/exits of less than one per cent on this line compared with 2012-13.

Rhondda Line

The Rhondda Line largely follows the same route alignment as the Merthyr Line, branching off north of Pontypridd to Trehafod and further stations terminating at Treherbert.

Table 9: Rhondda Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Cardiff Central	11,507,598	11,637,744	1.1	11,739,630	0.9
Cardiff Queen Street	2,488,920	2,495,238	0.3	2,462,700	-1.3
Cathays	755,408	772,586	2.3	806,646	4.4
Llandaf	397,572	417,850	5.1	441,176	5.6
Radyr	449,042	462,160	2.9	468,968	1.5
Taffs Well	311,658	313,570	0.6	324,274	3.4
Treforest Estate	104,442	108,410	3.8	113,956	5.1
Treforest Estate	104,442	108,410	3.8	113,956	5.1
Pontypridd	873,630	878,656	0.6	861,092	-2.0
Trehafod	33,290	31,874	-4.3	31,092	-2.5
Porth	298,258	302,886	1.6	307,254	1.4
Dinas Rhondda	57,372	62,450	8.9	62,822	0.6
Tonypandy	79,600	88,770	11.5	79,290	-10.7
Llwynypia	48,948	55,688	13.8	58,202	4.5
Ystrad Rhondda	75,304	65,808	-12.6	52,098	-20.8
Ton Pentre	40,608	46,488	14.5	46,818	0.7
Treorchy	67,498	76,870	13.9	74,438	-3.2
Ynyswen	7,524	9,782	30.0	9,730	-0.5
Treherbert	512,582	529,676	3.3	541,720	2.3
Total w/o Cardiff Central & Cardiff Queen Street	4,217,178	4,331,934	2.7	4,393,532	1.4
All Stations Total	18,213,696	18,464,916	1.4	18,595,862	0.7

Source: ORR Estimates of Station Usage

- In 2013-14 the number of station entries/exits increased at most of the Rhondda stations, with Llandaf increasing the most at nearly 6 per cent;.

- There was an annual increase of some 1 per cent in the number of station entries/exits at the line's terminus at Treherbert;

- Excluding Cardiff Central and Queen St, there was an average increase in station entries/exits of just over 1 per cent on this line compared with 2012-13.

Rhymney Line

The Rhymney line links Cardiff Central with Rhymney via a number of stations in the Caerphilly local authority area.

Table 10: Rhymney Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Cardiff Central	11,507,598	11,637,744	1.1	11,739,630	0.9
Cardiff Queen Street	2,488,920	2,495,238	0.3	2,462,700	-1.3
Heath High Level	340,050	351,006	3.2	348,278	-0.8
Llanishen	205,678	203,872	-0.9	220,792	8.3
Lisvane & Thornhill	163,586	170,188	4.0	175,556	3.2
Caerphilly	678,380	691,516	1.9	698,318	1.0
Aber	203,432	209,622	3.0	219,868	4.9
Energlyn & Churchill Park	0	0		15,938	
Llanbradach	134,972	127,292	-5.7	137,368	7.9
Ystrad Mynach	301,348	304,538	1.1	312,262	2.5
Hengoed	128,376	127,184	-0.9	123,286	-3.1
Pengam	464,464	448,000	-3.5	460,970	2.9
Gilfach Fargoed	4,182	3,456	-17.4	3,690	6.8
Bargoed	170,994	195,912	14.6	208,994	6.7
Brithdir	10,964	11,066	0.9	13,516	22.1
Tir-Phil	22,994	22,900	-0.4	23,632	3.2
Pontlottyn	18,424	20,346	10.4	20,946	2.9
Rhymney	189,912	186,334	-1.9	197,652	6.1
Total w/o Cardiff Central & Cardiff Queen Street	3,037,756	3,073,232	1.2	3,181,066	3.5
All Stations Total	17,034,274	17,206,214	1.0	17,383,396	1.0

Source: ORR Estimates of Station Usage

- In 2013-14 there were increases in the number of station entries/exits at the majority of stations along the route. The largest fall in number of station entries/exits on this branch was 3 per cent at Hengoed. The largest growth, of some 22 per cent, was at Brithdir;

- There was a decrease of nearly 6 per cent in the number of station entries/exits at the line's terminus at Rhymney;

- Excluding Cardiff Central and Queen St, there was an average increase in station entries/exits of some 4 per cent on this line compared with 2012-13.

Maesteg Line

The Maesteg line links Cardiff Central to Maesteg via a route along the South Wales Main Line to Bridgend where the line branches off to Maesteg.

Table 11: Maesteg Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Cardiff Central	11,507,598	11,637,744	1.1	11,739,630	0.9
Pontyclun	240,598	256,302	6.5	281,048	9.7
Llanharan	134,636	139,964	4.0	162,812	16.3
Pencoed	230,812	225,396	-2.3	296,662	31.6
Bridgend	1,578,766	1,547,098	-2.0	1,669,880	7.9
Wildmill	11,662	12,752	9.3	17,762	39.3
Sarn	45,532	50,712	11.4	78,192	54.2
Tondu	36,668	41,220	12.4	56,864	38.0
Garth (Mid-Glamorgan)	17,836	19,152	7.4	26,292	37.3
Maesteg (Ewenny Road)	4,356	2,706	-37.9	3,930	45.2
Maesteg	191,084	170,660	-10.7	218,644	28.1
All stations w/o Cardiff Central & Bridgend	913,184	918,864	0.6	1,142,206	24.3
All Stations Total	13,999,548	14,103,706	0.7	14,551,716	3.2

Source: ORR Estimates of Station Usage

- In 2013-14 there were increases in the number of station entries/exits at all stations along the route. The largest growth was seen at Sarn with an increases of 54 per cent;

- The number of station entries/exits at the line's terminus at Maesteg increased by 28 per cent;

- Excluding Cardiff Central and Bridgend, there was an average annual increase in station entries/exits of 24 per cent on this line compared with 2012-13.

Ebbw Valley Line

The Ebbw Valley line links Cardiff Central to Ebbw Vale Parkway.

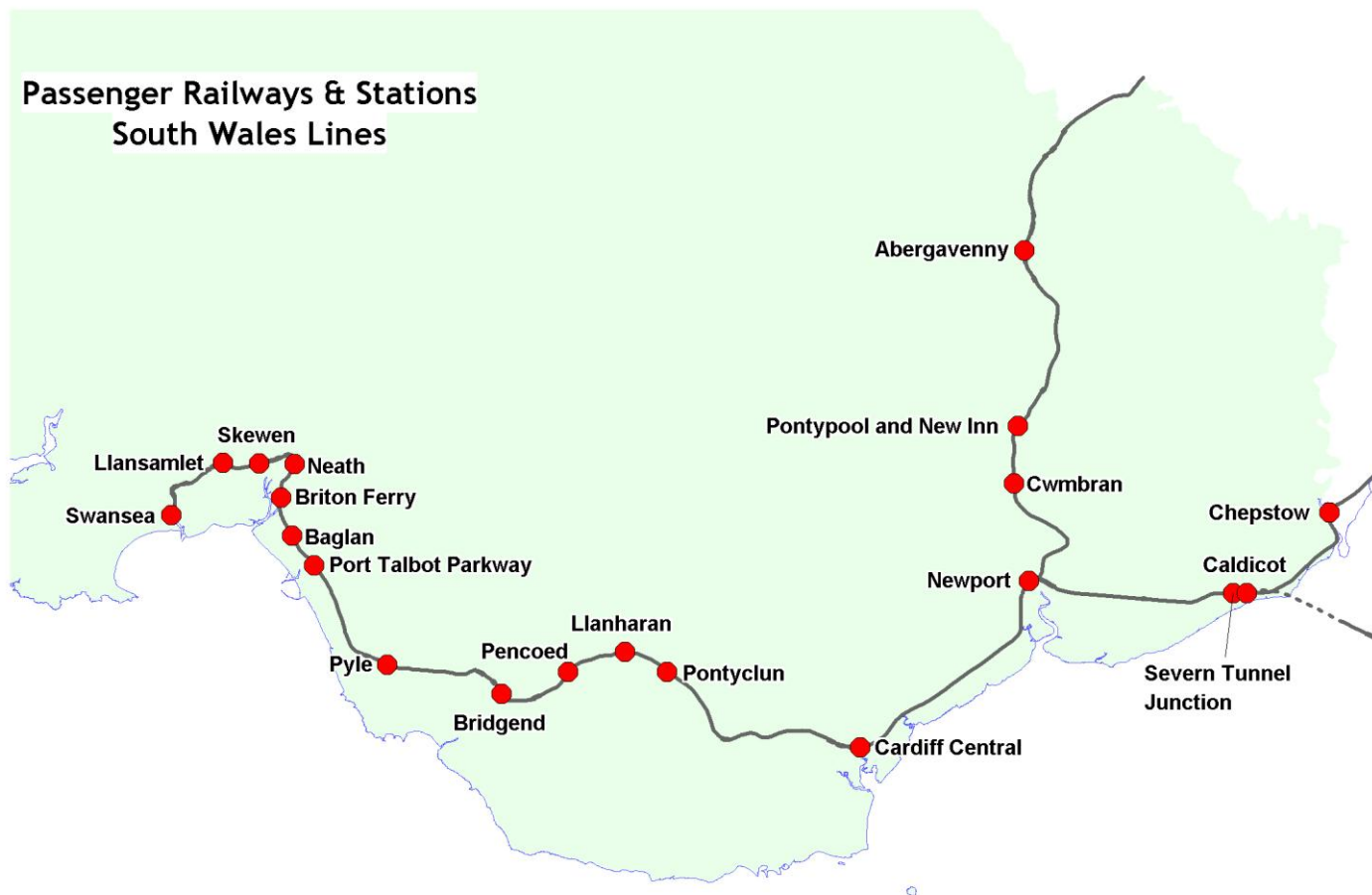**Table 12: Ebbw Valley Line station usage, 2011-12 to 2013-14**

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Cardiff Central	11,507,598	11,637,744	1.1	11,739,630	0.9
Rogerstone	98,556	101,366	2.9	115,110	13.6
Risca and Pontymister	103,770	100,236	-3.4	108,734	8.5
Crosskeys	117,362	117,012	-0.3	119,362	2.0
Newbridge	130,970	133,672	2.1	134,154	0.4
Llanhilleth	76,000	76,308	0.4	77,800	2.0
Ebbw Vale Parkway	246,102	254,956	3.6	263,538	3.4
Total w/o Cardiff Central	772,760	783,550	1.4	818,698	4.5
All Stations Total	12,280,358	12,421,294	1.1	12,558,328	1.1

Source: ORR Estimates of Station Usage

- In 2013-14 the number of station entries/exits remained fairly stable along the route as a whole with the largest increase at Rogertone (14 per cent);

- There was an increase of just over 3 per cent, in the number of station entries/exits at the line's terminus at Ebbw Vale Parkway;

- Excluding Cardiff Central, the average annual number of station entries/exits on this line increased by nearly 5 per cent compared with 2012-13.

South Wales Lines

This section reports on the station usage along the Great Western Main Line, station usage along routes from Newport and station usage on the Swanline. These lines and routes carry a variety of passengers: commuters, business travellers on longer distance services and some leisure travellers too.

Passenger Railways & Stations
South Wales Lines

Abergavenny

Pontypool and New Inn

Cwmbran

Skewen
Llansamlet
Neath
Briton Ferry
Swansea
Baglan
Port Talbot Parkway

Chepstow

Caldicot

Newport

Severn Tunnel Junction

Llanharan
Pencoed
Pyle
Pontyclun
Bridgend
Cardiff Central

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Great Western Main Line

The Great Western Main Line (also referred to as the South Wales Main Line) links Newport to Swansea, calling at the major stations.

Table 13: Great Western Main Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Newport	2,275,362	2,250,258	-1.1	2,291,044	1.8
Cardiff Central	11,507,598	11,637,744	1.1	11,739,630	0.9
Bridgend	1,578,766	1,547,098	-2.0	1,669,880	7.9
Port Talbot Parkway	478,466	514,434	7.5	509,976	-0.9
Neath	810,020	806,264	-0.5	820,188	1.7
Swansea	2,148,352	2,162,128	0.6	2,116,490	-2.1
All Stations Total	18,798,564	18,917,926	0.6	19,147,208	1.2

Source: ORR Estimates of Station Usage

- In 2013-14 there was an increase in the number of station entries/exits at half of all the stations on this branch; Bridgend saw the largest a year on year rise of 8 per cent;

- There was an average annual increase in station entries/exits of just over 1 per cent on this line compared with 2012-13.

Newport to Chepstow

This section of the bulletin reports on station entries/exits between Newport and Chepstow. The line north of Chepstow runs on to Gloucester and is also used as a relief line when the Severn Tunnel is shut for services to and from South Wales.

Table 14: Newport to Chepstow station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Newport	2,275,362	2,250,258	-1.1	2,291,044	1.8
Severn Tunnel Junction	188,582	205,814	9.1	215,372	4.6
Caldicot	85,426	87,750	2.7	93,068	6.1
Chepstow	203,476	208,316	2.4	217,030	4.2
Total w/o Newport	477,484	501,880	5.1	525,470	4.7
All Station Total	2,752,846	2,752,138	0.0	2,816,514	2.3

Source: ORR Estimates of Station Usage

- In 2013-14 there were increases in the number of station entries/exits at all stations along the route. The largest growth, an increase of 6 per cent, was at Caldicot;

- Excluding Newport, there was an average annual increase in station entries/exits of almost 5 per cent on this route compared with 2012-13.

Newport to Abergavenny

This section of the bulletin reports on station entries/exits between Newport and Abergavenny. The line north of Abergavenny runs onto Hereford and lines to the Midlands, Northern England and North and mid-Wales via Shrewsbury.

Table 15: Newport to Abergavenny station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Newport	2,275,362	2,250,258	-1.1	2,291,044	1.8
Cwmbran	327,702	336,162	2.6	347,888	3.5
Pontypool & New Inn	49,180	54,878	11.6	58,100	5.9
Abergavenny	371,462	379,396	2.1	389,762	2.7
Total w/o Newport	748,344	770,436	3.0	795,750	3.3
All Stations Total	3,023,706	3,020,694	-0.1	3,086,794	2.2

Source: ORR Estimates of Station Usage

- In 2013-14 there were increases in the number of station entries/exits at all stations along the route. The largest growth, an increase of 6 per cent, was at Pontypool & New Inn;

- Excluding Newport, there was an average increase in station entries/exits of some 3 per cent on this route compared with 2012-13.

Swanline

Swanline services run along the South Wales Main Line, calling at major and minor stations along the route between Cardiff Central and Swansea.

Table 16: Swanline station usage, 2011-12 to 2013-14

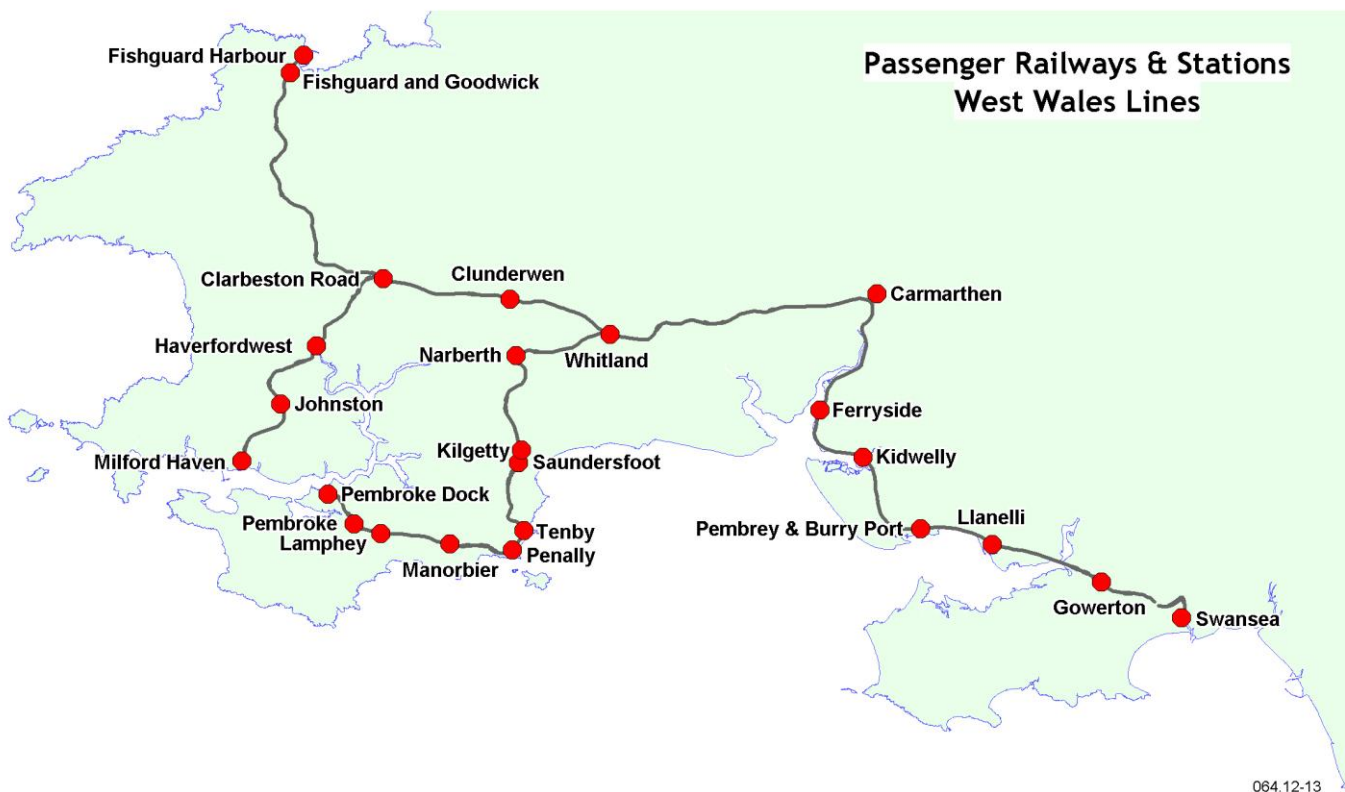| Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Cardiff Central	11,507,598	11,637,744	1.1	11,739,630	0.9
Pontyclun	240,598	256,302	6.5	281,048	9.7
Pencoed	230,812	225,396	-2.3	296,662	31.6
Bridgend	1,578,766	1,547,098	-2.0	1,669,880	7.9
Pyle	87,650	104,166	18.8	156,262	50.0
Port Talbot Parkway	478,466	514,434	7.5	509,976	-0.9
Baglan	19,638	20,828	6.1	22,552	8.3
Briton Ferry	32,492	30,798	-5.2	35,370	14.8
Neath	810,020	806,264	-0.5	820,188	1.7
Skewen	37,186	34,848	-6.3	36,736	5.4
Llansamlet	32,550	34,008	4.5	33,200	-2.4
Swansea	2,148,352	2,162,128	0.6	2,116,490	-2.1
All Stations total	17,204,128	17,374,014	1.0	17,717,994	2.0

Source: ORR Estimates of Station Usage

- 2013-14 saw an increase in the number of station entries/exits at the majority of stations along the route. The largest growth, of some 50 per cent, was at Pyle, continuing the growth of the previous year (19 per cent);

- There was an average increase in station entries/exits of 2 per cent on this line between 2012-13 and 2013-14.

West Wales Lines

This section of the bulletin reports on station usage along routes from Swansea to Pembroke Dock, Milford Haven and Fishguard. As the lines connect to the West Wales ferry ports many of the rail services are timed to meet ferry services with additional services run in the summer months. In May 2012 Goodwick station was re-opened, and this change was combined with increased service frequencies on the Fishguard branch line.

Passenger Railways & Stations
West Wales Lines

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Swansea to Pembroke Dock

This line runs from Swansea through to Pembroke Dock via Carmarthen, branching off West of Whitland calling at a number of stations before terminating at Pembroke Dock.

Table 17: Swansea to Pembroke Dock station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Swansea	2,148,352	2,162,128	0.6	2,116,490	-2.1
Gowerton	77,852	84,244	8.2	110,076	30.7
Llanelli	403,292	402,778	-0.1	393,246	-2.4
Pembrey and Burry Port	132,116	133,676	1.2	131,040	-2.0
Kidwelly	23,548	25,270	7.3	26,794	6.0
Ferryside	19,836	20,706	4.4	20,730	0.1
Carmarthen	421,428	434,220	3.0	418,952	-3.5
Whitland	53,842	55,932	3.9	54,330	-2.9
Narberth	18,544	19,622	5.8	19,558	-0.3
Kilgetty	15,724	17,624	12.1	17,066	-3.2
Saundersfoot	7,696	7,730	0.4	7,754	0.3
Tenby	112,304	108,878	-3.1	111,562	2.5
Penally	5,486	5,136	-6.4	4,506	-12.3
Manorbier	7,746	7,582	-2.1	7,840	3.4
Lamphey	4,482	3,812	-14.9	4,986	30.8
Pembroke	31,578	29,868	-5.4	28,876	-3.3
Pembroke Dock	48,612	47,686	-1.9	45,232	-5.1
All Stations Total	3,532,438	3,566,892	1.0	3,519,038	-1.3

Source: ORR Estimates of Station Usage

- In 2013-14 there were reductions in the number of station entries/exits at the majority of the stations along the line. The largest growth, of some 31 per cent, was at Lamphey with the largest fall being some 12 per cent at Penally;

- There was an average decrease in station entries/exits of some 1 per cent on this line compared with 2012-13.

Swansea to Milford Haven and Fishguard

This line runs from Swansea through to Fishguard and Milford Haven via a branch line West of Clarbeston Road.

Table 18: Swansea to Milford Haven & Fishguard station usage, 2011-12 to 2013-14
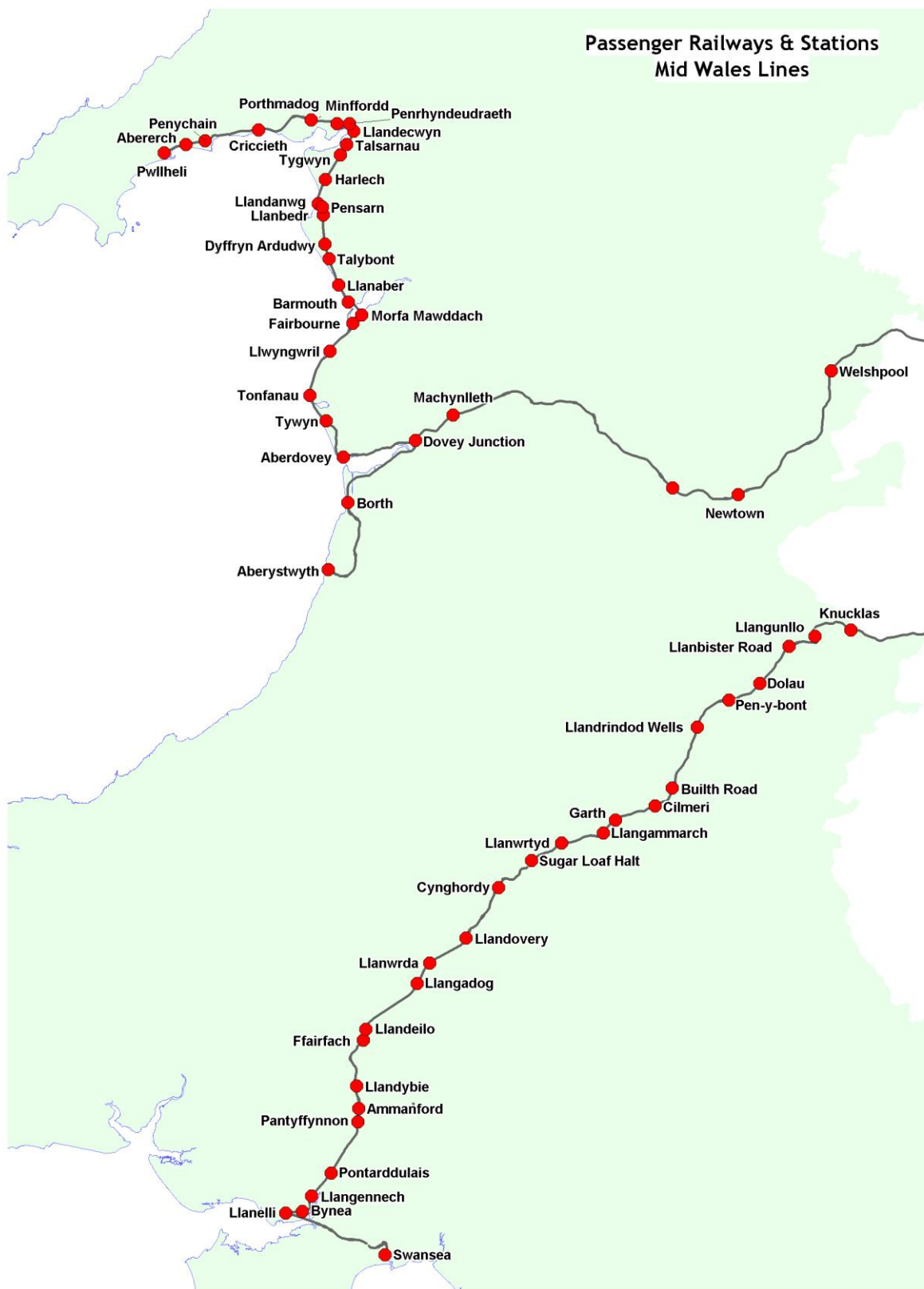
Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Swansea	2,148,352	2,162,128	0.6	2,116,490	-2.1
Gowerton	77,852	84,244	8.2	110,076	30.7
Llanelli	403,292	402,778	-0.1	393,246	-2.4
Pembrey and Burry Port	132,116	133,676	1.2	131,040	-2.0
Kidwelly	23,548	25,270	7.3	26,794	6.0
Ferryside	19,836	20,706	4.4	20,730	0.1
Carmarthen	421,428	434,220	3.0	418,952	-3.5
Whitland	53,842	55,932	3.9	54,330	-2.9
Clunderwen	24,782	24,196	-2.4	24,572	1.6
Clarbeston Road	8,462	9,146	8.1	10,356	13.2
Haverfordwest	145,696	141,576	-2.8	135,722	-4.1
Johnston	6,476	7,216	11.4	8,326	15.4
Milford Haven	62,040	62,812	1.2	61,720	-1.7
Fishguard & Goodwick	0	12,072	0.0	17,062	41.3
Fishguard Harbour	38,828	35,520	-8.5	29,404	-17.2
All Stations Total	3,566,550	3,611,492	1.3	3,558,820	-1.5

Source: ORR Estimates of Station Usage

- In 2013-14 there were mixes of rises and falls in the number of station entries/exits along the line. The largest rises were seen at Fishguard and Goodwick, Gowerton and Johnston with 41 per cent, 31 per cent and 15 per cent respectively;

- There was an average decrease in station entries/exits of some 2 per cent on this line compared with an increase of over 1 per cent in 2012-13.

Mid Wales Lines

This section of the bulletin reports on the station usage on the Heart of Wales line and the Cambrian line. Both lines serve a number of communities across Mid-Wales and North Wales, linking into services to the Midlands, Northern England and London and the South East at Shrewsbury.

Passenger Railways & Stations
Mid Wales Lines

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Heart of Wales Line

The Heart of Wales Line runs from Swansea to Shrewsbury via a number of stations across Mid-Wales.

Table 19: Heart of Wales Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Swansea	2,148,352	2,162,128	0.6	2,116,490	-2.1
Llanelli	403,292	402,778	-0.1	393,246	-2.4
Bynea	1,430	1,490	4.2	1,662	11.5
Llangennech	2,004	2,008	0.2	2,908	44.8
Pontarddulais	4,272	4,404	3.1	4,692	6.5
Pantyffynnon	3,886	4,388	12.9	4,778	8.9
Ammanford	18,892	20,412	8.0	19,912	-2.4
Llandybie	7,698	7,474	-2.9	8,190	9.6
Ffairfach	2,490	2,568	3.1	3,146	22.5
Llandeilo	15,338	16,368	6.7	15,786	-3.6
Llangadog	5,512	5,558	0.8	6,094	9.6
Llanwrda	2,082	2,210	6.1	2,066	-6.5
Llandovery	20,094	17,628	-12.3	16,964	-3.8
Cynghordy	1,166	1,752	50.3	1,312	-25.1
Sugar Loaf	120	144	20.0	240	66.7
Llanwrtyd	8,806	8,876	0.8	8,996	1.4
Llangammarch	2,998	2,674	-10.8	3,126	16.9
Garth	1,278	1,256	-1.7	1,322	5.3
Cilmeri	1,830	1,776	-3.0	1,998	12.5
Builth Road	9,028	9,526	5.5	8,340	-12.5
Llandrindod	47,182	42,768	-9.4	42,958	0.4
Pen-Y-Bont	1,652	1,444	-12.6	1,548	7.2
Dolau	1,658	1,520	-8.3	1,406	-7.5
Llanbister Road	1,554	1,596	2.7	1,390	-12.9
Llangynllo	1,046	958	-8.4	806	-15.9
Knucklas	4,994	4,504	-9.8	4,778	6.1
All Stations Total	2,718,654	2,728,208	0.4	2,674,154	-2.0

Source: ORR Estimates of Station Usage

- In 2013-14 there were increases in the number of station entries/exits at the majority of the stations along the line. The largest growth, of some 67 per cent, was at Sugar Loaf with the largest fall of some 25 per cent at Cynghordy;

- The average number of station entries/exits on this line fell by 2 per cent compared with a slight increase in 2012-13.

Cambrian Main Line

The Cambrian Main Line runs from Shrewsbury across Mid-Wales to Aberystwyth via Machynlleth.

Table 20: Cambrian Main Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Welshpool	114,364	117,254	2.5	122,446	4.4
Newtown	126,110	123,578	-2.0	123,918	0.3
Caersws	44,872	46,486	3.6	45,900	-1.3
Machynlleth	132,162	130,358	-1.4	119,636	-8.2
Dovey Junction	1,288	1,694	31.5	1,828	7.9
Borth	56,790	55,848	-1.7	52,712	-5.6
Aberystwyth	326,274	322,562	-1.1	307,382	-4.7
All Stations Total	801,860	797,780	-0.5	773,822	-3.0

Source: ORR Estimates of Station Usage

- In 2013-14 the majority of stations along the line saw a reduction in station entries/exits, however numbers at Dovey Junction saw a rise of 8 per cent;

- There was an average decrease in station entries/exits of three one per cent on this line compared with a slight fall in 2012-13.

Cambrian Coast Line

The Cambrian Coast Line runs from Machynlleth to Pwllheli in North Wales via a number of stations along the coast.

Table 21: Cambrian Coast Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Machynlleth	132,162	130,358	-1.4	119,636	-8.2
Dovey Junction	1,288	1,694	31.5	1,828	7.9
Penhelig	10,054	9,228	-8.2	9,178	-0.5
Aberdovey	36,696	33,612	-8.4	34,450	2.5
Tywyn	116,352	109,278	-6.1	97,696	-10.6
Tonfanau	2,150	2,240	4.2	2,728	21.8
Llwyngwril	39,736	38,678	-2.7	34,194	-11.6
Fairbourne	47,194	44,130	-6.5	38,164	-13.5
Morfa Mawddach	9,614	10,902	13.4	9,962	-8.6
Barmouth	173,762	167,324	-3.7	150,288	-10.2
Llanaber	2,496	3,928	57.4	2,238	-43.0
Talybont	19,972	20,374	2.0	20,332	-0.2
Dyffryn Ardudwy	20,780	21,156	1.8	16,592	-21.6
Llanbedr	11,460	10,020	-12.6	9,098	-9.2
Pensarn	2,016	2,362	17.2	1,810	-23.4
Llandanwg	5,634	5,466	-3.0	4,382	-19.8
Harlech	127,264	115,582	-9.2	97,598	-15.6
Tygwyn	1,418	1,938	36.7	1,364	-29.6
Talsarnau	12,068	9,942	-17.6	7,026	-29.3
Llandecwyn	1,418	998	-29.6	880	-11.8
Penrhyndeudraeth	60,908	49,240	-19.2	40,654	-17.4
Minffordd	12,120	14,252	17.6	14,524	1.9
Porthmadog	80,894	76,428	-5.5	53,040	-30.6
Criccieth	24,580	23,328	-5.1	18,064	-22.6
Penychain	3,060	3,252	6.3	3,276	0.7
Abererch	1,786	1,214	-32.0	1,380	13.7
Pwllheli	62,590	44,520	-28.9	30,652	-31.2
All Stations Total	1,019,472	951,444	-6.7	821,034	-13.7

Source: ORR Estimates of Station Usage

- In 2013-14 there were reductions in the number of station entries/exits at many stations along the line. The largest growth, of some 22 per cent, was at Tonfanau with the largest fall of some 43 per cent at Llanaber;

- There was an average decrease in station entries/exits of some 14 per cent on this line, a considerable decrease compared with 2012-13.

North Wales Lines

This section of the bulletin reports on the station usage along the North Wales Coast Line, the Conwy Line, the Borderlands line and on routes from Wrexham. The North Wales Coast Line is the busiest of the lines and carries traffic to and from the port of Holyhead and crosses the border to link into the West Coast Main Line at Crewe. The Borderlands line links into the Merseytravel network across the border at Bidston.

Passenger Railways & Stations
North Wales Lines

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North Wales Coast Line

The North Wales Coast Line is the mainline in North Wales linking Holyhead in the West to Shotton in the East and services onto Northern England, the Midlands and London via Crewe.

Table 22: North Wales Coast Line station usage, 2011-12 to 2013-14

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Shotton	246,270	246,270	0.0	247,938	0.7
Flint	279,762	270,682	-3.2	263,538	-2.6
Prestatyn	362,202	362,116	0.0	362,890	0.2
Rhyl	633,700	612,004	-3.4	591,130	-3.4
Abergele & Pensarn	84,488	81,476	-3.6	81,152	-0.4
Colwyn Bay	309,394	309,774	0.1	305,368	-1.4
Llandudno Junction	356,720	345,692	-3.1	342,106	-1.0
Conwy	38,130	38,412	0.7	38,982	1.5
Penmaenmawr	12,770	13,834	8.3	15,264	10.3
Llanfairfechan	13,536	12,892	-4.8	12,824	-0.5
Bangor	676,858	680,102	0.5	662,970	-2.5
Llanfair PG	17,826	17,926	0.6	17,564	-2.0
Bodorgan	8,406	7,736	-8.0	5,638	-27.1
Ty Croes	3,718	4,066	9.4	4,142	1.9
Rhosneigr	15,782	16,494	4.5	17,906	8.6
Valley	17,676	17,968	1.7	18,236	1.5
Holyhead	242,770	237,772	-2.1	232,520	-2.2
All Stations Total	3,320,008	3,275,216	-1.3	3,220,168	-1.7

Source: ORR Estimates of Station Usage

- In 2013-14 there were a mix of rises and falls in the number of station entries/exits at the stations along this line. The largest growth, of some 10 per cent, was at Penmaenmawr with the largest fall being some 27 per cent at Bodorgan;

- There was an average decrease in station entries/exits of some 2 per cent on this line, following a similar decrease in 2012-13.

Conwy Valley Line

The Conwy Valley Line runs from the North Wales Coast at Llandudno through the Conwy Valley via Llandudno Junction terminating at Blaenau Ffestiniog.

Table 23: Conwy Valley Line station usage, 2011-12 to 2013-14

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Llandudno	308,952	329,594	6.7	324,926	-1.4
Deganwy	13,560	13,814	1.9	11,174	-19.1
Llandudno Junction	333,848	356,720	6.9	345,692	-3.1
Glan Conwy	2,416	3,798	57.2	3,288	-13.4
Tal-y-Cafn	988	1,356	37.2	1,666	22.9
Dolgarrog	472	612	29.7	508	-17.0
North Llanrwst	1,236	1,272	2.9	1,966	54.6
Llanrwst	14,276	16,786	17.6	17,614	4.9
Betws-y-Coed	32,390	38,352	18.4	34,402	-10.3
Pont-y-Pant	1,472	1,426	-3.1	1,704	19.5
Dolwyddelan	4,952	5,326	7.6	5,506	3.4
Roman Bridge	636	780	22.6	842	7.9
Blaenau Ffestiniog	42,726	47,810	11.9	44,638	-6.6

Source: ORR Estimates of Station Usage

- In 2013-14 there were a mix of rises and falls in the number of station entries/exits at the stations along this line. The largest growth, of some 63 per cent was at Dolgarrog with Dolwyddelan seeing the only fall of some 24 per cent;

- There was an average decrease in station entries/exits of some 1 per cent on this line compared with 2012-13.

Borderlands Line

The Borderlands Line runs North from Wrexham Central terminating at Bidston in the Wirral.

Table 24: Borderlands Line station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Wrexham Central	33,098	41,746	26.1	53,142	27.3
Wrexham General	622,466	615,306	-1.2	590,968	-4.0
Gwersyllt	35,524	37,386	5.2	40,172	7.5
Cefn-y-Bedd	8,898	9,372	5.3	9,388	0.2
Caergwrle	21,886	24,264	10.9	24,438	0.7
Hope	25,522	27,652	8.3	29,682	7.3
Penyffordd	21,856	21,212	-2.9	22,156	4.5
Buckley	52,404	52,100	-0.6	50,544	-3.0
Hawarden	39,140	38,156	-2.5	39,932	4.7
Shotton	246,270	246,270	0.0	247,938	0.7
Hawarden bridge	4,472	5,422	21.2	4,088	-24.6
All Station Totals	1,111,536	1,118,886	0.7	1,112,448	-0.6

Source: ORR Estimates of Station Usage

- In 2013-14 there were a mix of rises and falls in the number of station entries/exits at the stations along this line. The largest growth, of some 27 per cent was at Wrexham Central with the largest fall of 25 per cent at Hawarden Bridge;

- There was an average reduction in station entries/exits of 1 per cent on this line, compared with 2012-13.

Wrexham to Chirk

This route is part of the Shrewsbury to Chester line.

Table 25: Wrexham to Chirk station usage, 2011-12 to 2013-14

Station	2011-12 Entries & Exits	2012-13 Entries & Exits	Year on year change (%)	2013-14 Entries & Exits	Year on year change (%)
Wrexham General	622,466	615,306	-1.2	590,968	-4.0
Ruabon	82,110	93,796	14.2	93,276	-0.6
Chirk	65,998	72,116	9.3	70,646	-2.0
All Stations Total	770,574	781,218	1.4	754,890	-3.4

Source: ORR Estimates of Station Usage

- In 2013-14 there were decreases in the number of station entries/exits at all stations along the route. The largest reduction, of some 4 per cent was at Wrexham General;

- There was an average reduction in station entries/exits of some 3 per cent on this route compared with 2012-13.

Key Quality Information

1 Data Source

The Office of Rail Regulation (ORR) commission Steer Davies Gleave to collate and report on station usage figures on an annual basis. The data consists of estimates of the number of passengers travelling to and from each station (entries and exits).

The ORR station information is available form their website at:
http://www.rail-reg.gov.uk/server/show/nav.1529

2 Definitions

2.1 Coverage

The Estimates of Station Usage data set consists of estimates of the total numbers of people:

o Travelling from or to the station (entries and exits); and
o Interchanging at the station (interchanges).

Information is given for all the national rail stations in England, Scotland, and Wales based on tickets sales data.

All estimates of station usage, exits, entries and interchanges included in the station count dataset, are derived from the Origin Destination Matrix (ODM), also produced by Steer Davies Gleave for the ORR. The ODM itself is, in turn derived primarily from the MOIRA2 Demand Matrix.

The MOIRA2 demand matrix is sourced from MOIRA2 which is the rail industry's principal planning tool and includes a comprehensive representation of travel on the national rail network. The base data for the MOIRA2 demand matrix is LENNON, the rail industry's ticketing and revenue system, with the addition of "infills" for tickets outside the LENNON system such as London Travelcards, airport links and multi-modal and zonal products sponsored by Passenger Transport Executives (PTEs).

2.2 Types of Infills and Other Definitions

Infills are included within the MOIRA2 demand matrix to add in the missing journeys and revenue in three key areas:

o *Within London Travelcard area*. Whilst the underlying matrix includes an estimate of journeys made on Day Travelcards / Travelcard seasons purchased at National Rail stations, it does not include a significant number of national rail trips made using Travelcards purchased at Tube stations, travel shops and newsagents.

o *Within Passenger Transport Executive (PTE) areas*. The underlying matrix excludes virtually all rail trips made on PTE-sponsored tickets, which are usually zonal and often multimodal.

o *Trips to/from Airports*. The underlying matrix includes many trips to/from airports, but excludes all Heathrow Express journeys, and some tickets sold for Gatwick Express, Stansted Express and other airport operators.

Passenger Transport Executives (PTEs) – PTEs are local government bodies which are responsible for public transport within large urban areas and are accountable to Integrated Transport Authorities (ITAs). There are five PTEs in England, for each of the metropolitan counties (Merseyside, South Yorkshire, Tyne and Wear, West Midlands and West Yorkshire). In Scotland the Strathclyde Partnership for Transport is the equivalent body covering the region of Strathclyde.

Stations - Network Rail own and maintain all the stations in Wales (with the exception of Fishguard Harbour which is owned and operated by Stena Line) and all are leased to Arriva Trains Wales, the holder of the Wales & Borders franchise.

2.3 Symbols

The following symbols have been used throughout the publication:

. data item is not applicable

3 Comparability

Caution must be taken when making comparisons over time due to changes in the coverage of the LENNON database and annual methodological improvements. There is one such case which directly affects the data in this bulletin:

o In 2011-12 journey estimates for the Valley Lines Night Rider product, not previously captured within the MOIRA2 demand matrix, were included as an "Other" infill in the ODM. The ORR report that the number of station entries/exits at Cardiff Central was impacted by the inclusion of the "Other" infill, however the size of the impact is not reported.

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