

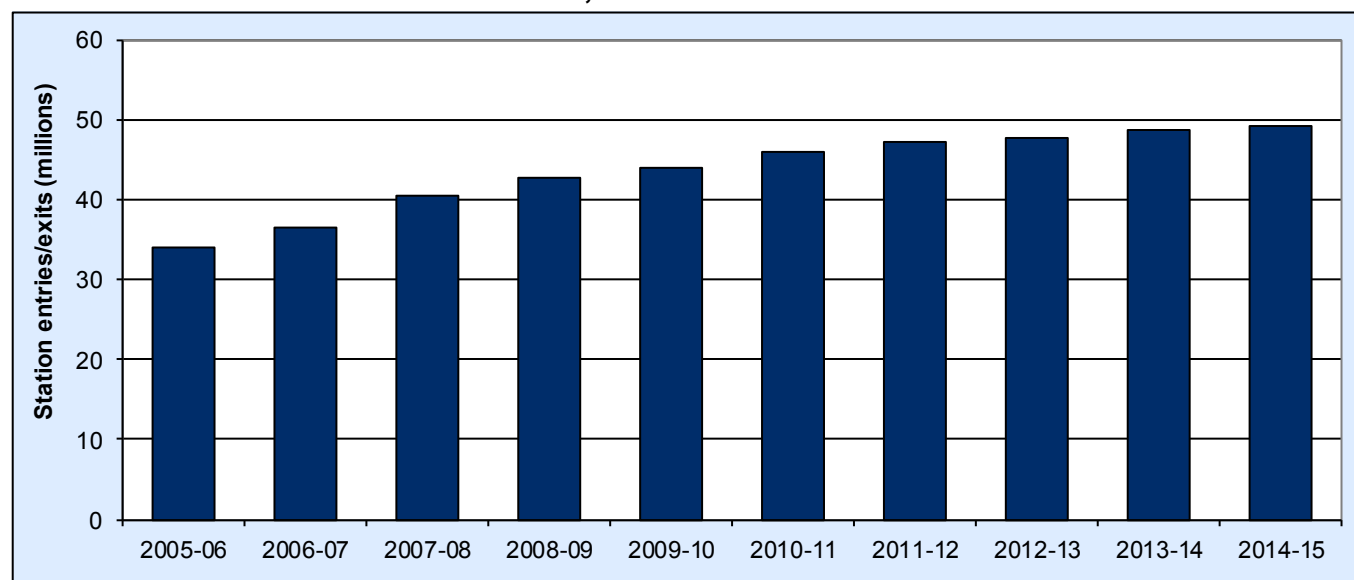
### Rail station usage in Wales during 2014-15

This Statistical Bulletin reports on the usage of rail stations in Wales. Information covers each station in Wales for the past two financial years, from 2013-14 to 2014-15, and for Wales and the UK as a whole back to 2005-06. 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 2014-15**



Source: ORR estimates of Station Usage

- In 2014-15 there were 221 rail stations in Wales (table 3);
- There was an increase of 1.4 per cent in the number of station entries/exits in Wales compared to last year (table 2).
- Of the 20 busiest stations in Wales, more than half are part of the Valley Lines network (not including Cardiff Central and Cardiff Queen Street) and three are in North Wales at Rhyl, Bangor and Wrexham General (table 1).

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## Background

The Office of Rail Regulation (ORR) has 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

In 2014-15 the total number of entry/exits at Welsh Stations increased by 1.4 per cent on the previous year. Around a quarter of all station entries/exits in Wales occurred at Cardiff Central station.

**Table 1: 20 busiest stations in Wales by station entries/exits, 2013-14 to 2014-15**

Station	<i>number, percent</i>		
	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (per cent)
Cardiff Central	11,739,630	11,939,360	1.7
Cardiff Queen Street	2,462,700	2,523,314	2.5
Newport	2,291,044	2,388,504	4.3
Swansea	2,116,490	2,165,704	2.3
Bridgend	1,669,880	1,518,220	-9.1
Cardiff Bay	1,019,348	1,143,746	12.2
Pontypridd	861,092	799,790	-7.1
Treforest	824,964	809,660	-1.9
Neath	820,188	834,680	1.8
Cathays	806,646	860,502	6.7
Caerphilly	698,318	709,020	1.5
Bangor	662,970	670,770	1.2
Barry Island	621,224	608,204	-2.1
Penarth	599,648	596,526	-0.5
Rhyl	591,130	544,356	-7.9
Wrexham General	590,968	551,966	-6.6
Barry	559,104	531,130	-5.0
Aberdare	557,992	551,928	-1.1
Merthyr Tydfil	547,026	562,856	2.9
Treherbert	541,720	521,860	-3.7
Other Welsh stations	18,051,904	18,462,848	2.3
All Welsh stations	48,633,986	49,294,944	1.4

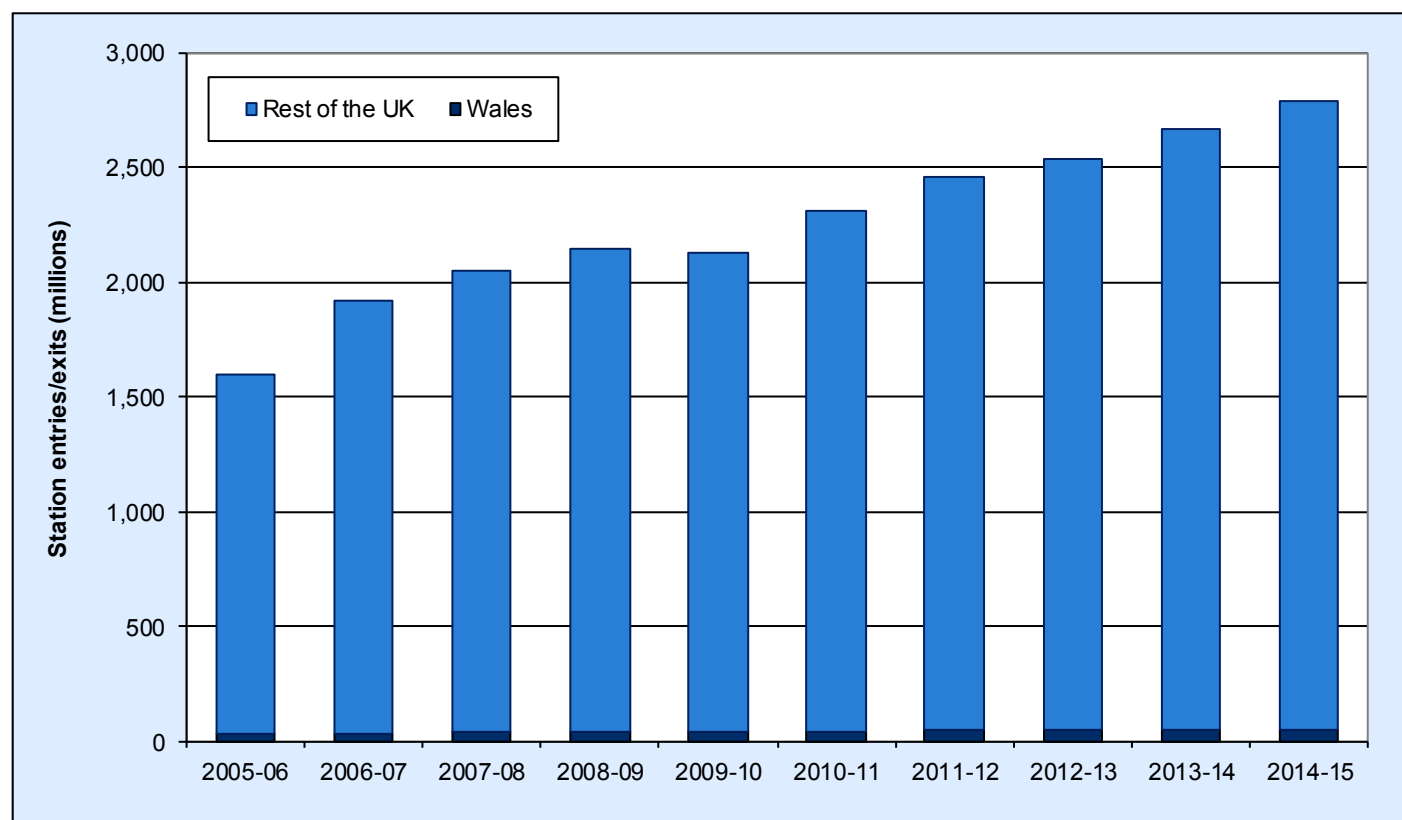
Source: ORR Estimates of Station Usage

- The numbers of entries/exits for the busiest 20 stations in Wales were evenly split between rises and falls. The remaining Welsh stations continued to show a stronger growth as a whole into 2014-15;
- There was an annual increase of 12 per cent in station entries/exits in Cardiff Bay, while Bridgend saw a 9 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. Charts 2, 3 and table 3 show the steady growth in rail travel over the last 10 years with entries/exits up by over 40 per cent. The largest growth was recorded in 2007-08 and despite the economic downturn experienced, year on year growth has been remained positive as chart 3 illustrates.

**Chart 2: Station entries/exits in Wales, comparison with the UK, 2005-06 to 2014-15**



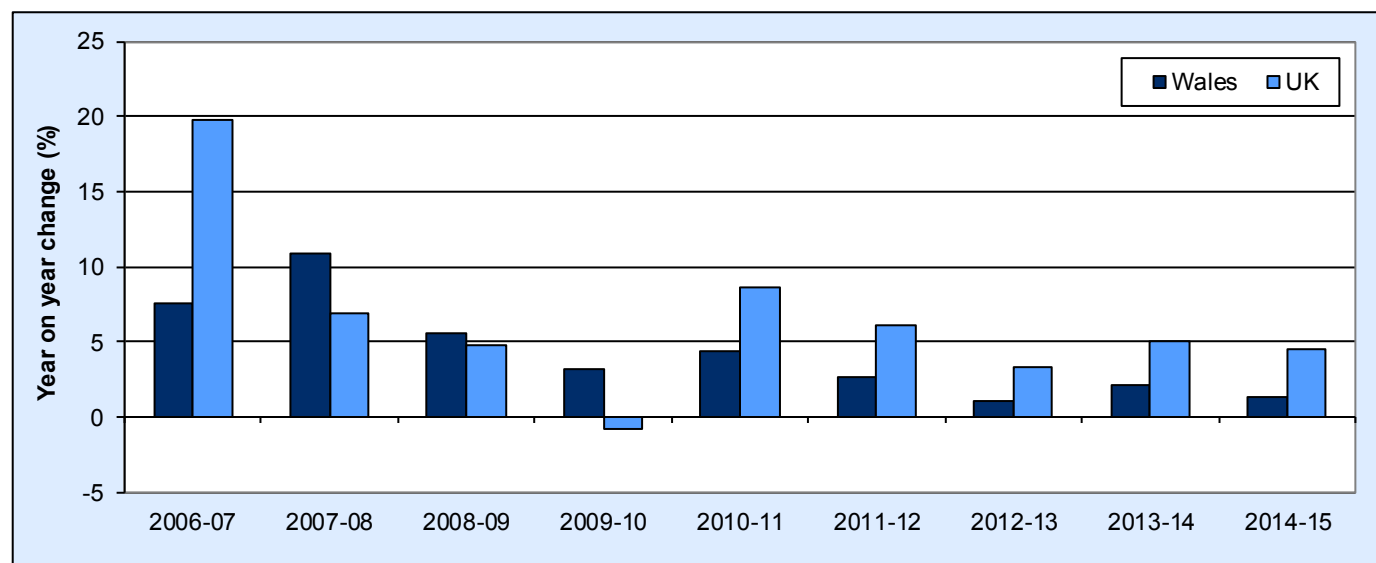
Source: ORR estimates of Station Usage

**Table 2: Station entries/exits in Wales, comparison with the UK, 2005-06 to 2014-15**

	<i>millions, per cent</i>			
	Wales		UK	
	Number	Year on year growth (per cent)	Number	Year on year growth (per cent)
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
2014-15	49	1.4	2,785	4.5

Source: ORR Estimates of Station Usage

**Chart 3: Station entries/exits in Wales, year on year change, comparison with the UK, 2006-07 to 2014-15**



Source: ORR estimates of Station Usage

**Table 3: Number of rail stations in Wales, comparison with the UK, 2005-06 to 2014-15**

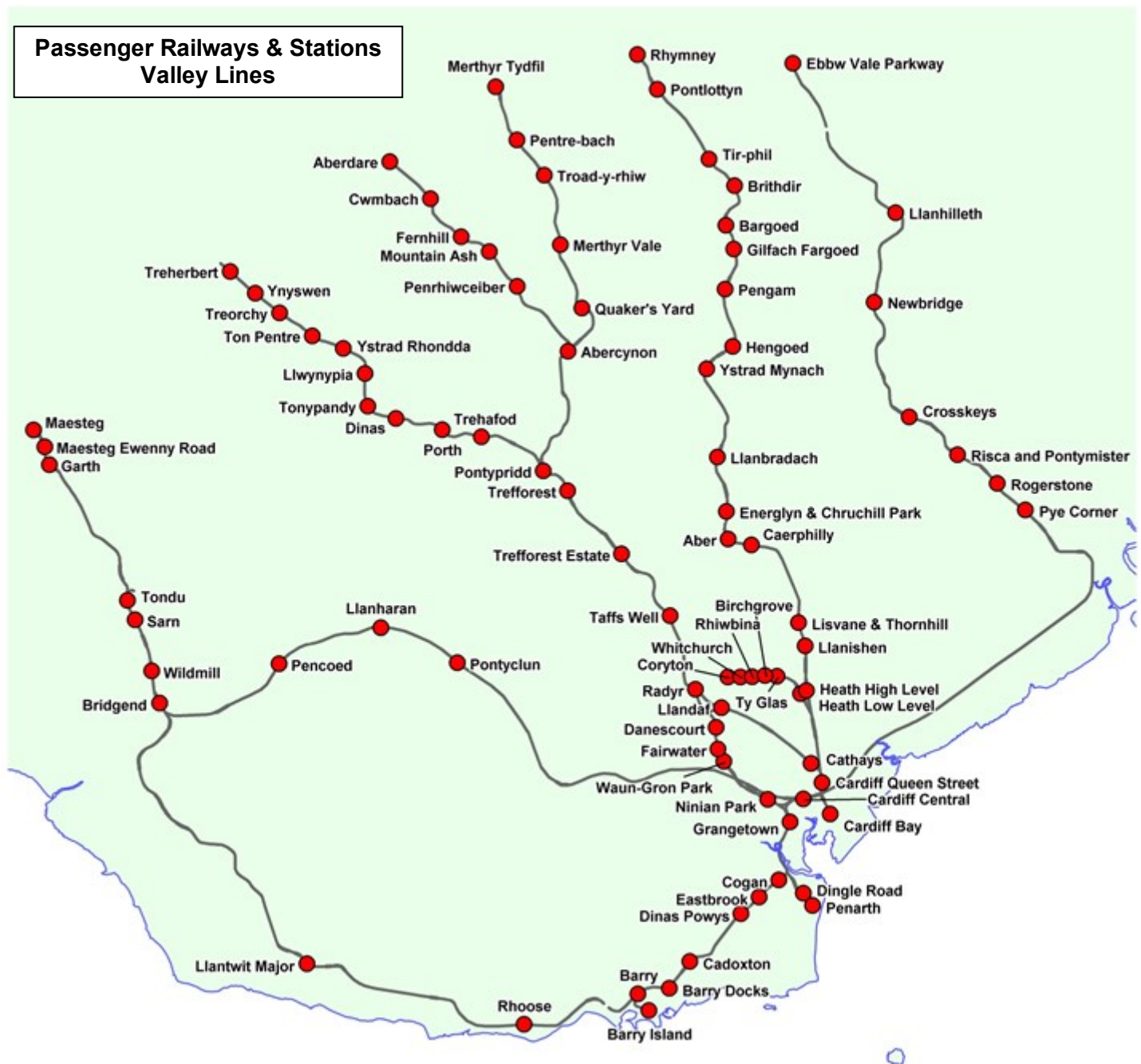
	<i>number</i>	
	Wales	UK
2005-06	212	2,506
2006-07	212	2,519
2007-08	219	2,518
2008-09	218	2,518
2009-10	218	2,525
2010-11	218	2,531
2011-12	218	2,533
2012-13	219	2,535
2013-14	220	2,537
2014-15	221	2,542

Source: ORR Estimates of Station Usage

The number of rail stations in Wales has remained fairly constant over recent years, compared with steady growth in the UK as a whole. Since 2005-05, 9 additional stations have opened in Wales compared to 25 in the rest of the UK.

## Valley Lines

The Valley Lines is a network of suburban rail lines connecting the major communities, as shown on the map below, 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.



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Cartographics, Welsh Government  
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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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Cardiff Queen Street	2,462,700	2,523,314	2.5
Cardiff Bay	1,019,348	1,143,746	12.2

Source: ORR Estimates of Station Usage

- In 2014-15 the number of station entries/exits at Cardiff Bay station continued to increase, with a 12 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Radyr	468,968	475,106	1.3
Danescourt	85,522	95,334	11.5
Fairwater	50,728	67,250	32.6
Waun-Gron Park	55,492	71,056	28.0
Ninian Park	99,936	100,264	0.3
Cardiff Central	11,739,630	11,939,360	1.7
Cardiff Queen Street	2,462,700	2,523,314	2.5
Heath Low Level	54,054	57,532	6.4
Ty Glas	131,034	146,626	11.9
Birchgrove	33,974	45,586	34.2
Rhiwbina	46,280	69,206	49.5
Whitchurch	11,374	16,202	42.4
Coryton	265,778	254,922	-4.1
All Total w/o Cardiff Central & Cardiff Queen Street	1,303,140	1,399,084	7.4
All Stations Total	15,505,470	15,861,758	2.3

Source: ORR Estimates of Station Usage

- In 2014-15 there was a rise in station entries/exits all stations along the route other than Coryton; Rhiwbina having the largest increase (50 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 2013-14.

## 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, 2013-14 to 2014-15**

Station	<i>Number and percent</i>		
	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Cardiff Central	11,739,630	11,939,360	1.7
Grangetown	180,066	182,814	1.5
Dingle Road	59,562	80,672	35.4
Penarth	599,648	596,526	-0.5
Cogan	282,860	289,336	2.3
Eastbrook	169,138	170,534	0.8
Dinas Powys	96,580	104,534	8.2
Cadoxton	278,276	268,544	-3.5
Barry Docks	203,624	205,226	0.8
Barry	559,104	531,130	-5.0
Barry Island	621,224	608,204	-2.1
Rhoose Cardiff Airport	185,150	168,132	-9.2
Llantwit Major	304,040	301,480	-0.8
Bridgend	1,669,880	1,518,220	-9.1
Total w/o Cardiff Central & Bridgend	3,539,272	3,507,132	-0.9
All Stations Total	16,948,782	16,964,712	0.1

Source: ORR Estimates of Station Usage

- In 2014-15 half of the stations on this line experienced a growth in the number of station entries/exits and half experienced a decline. Dingle Road continued to show the strongest increase at some 35 per cent; both Rhoose and Bridgend declined by 9 per cent.
- Excluding Cardiff Central and Bridgend, there was an average fall in station entries/exits of 1 per cent on this line compared with 2013-14.



## Merthyr Line

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

**Table 7: Merthyr Line station usage, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Cardiff Central	11,739,630	11,939,360	1.7
Cardiff Queen Street	2,462,700	2,523,314	2.5
Cathays	806,646	860,502	6.7
Llandaf	441,176	448,052	1.6
Radyr	468,968	475,106	1.3
Taffs Well	324,274	337,912	4.2
Treforest Estate	113,956	119,656	5.0
Treforest	824,964	809,660	-1.9
Pontypridd	861,092	799,790	-7.1
Abercynon	251,688	265,458	5.5
Quakers Yard	82,940	82,728	-0.3
Merthyr Vale	61,584	62,830	2.0
Troed-y-Rhiw	44,544	48,388	8.6
Pentre-Bach	28,334	33,496	18.2
Merthyr Tydfil	547,026	562,856	2.9
Total w/o Cardiff Central & Cardiff Queen Street	4,857,192	4,906,434	1.0
All Stations Total	19,059,522	19,369,108	1.6

Source: ORR Estimates of Station Usage

- 2014-15 saw rises in the number of station entries/exits for the majority of stations along the route. The largest growth, of some 18 per cent was at Pentre Bach;
- The number of station entries/exits at the line's terminus at Merthyr Tydfil grew slightly at 3 per cent;
- Excluding Cardiff Central and Queen St, there was an average annual increase in station entries/exits of 1 per cent on this line compared to 2014-15.

## 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Cardiff Central	11,739,630	11,939,360	1.7
Cardiff Queen Street	2,462,700	2,523,314	2.5
Cathays	806,646	860,502	6.7
Llandaf	441,176	448,052	1.6
Radyr	468,968	475,106	1.3
Taffs Well	324,274	337,912	4.2
Treforest Estate	113,956	119,656	5.0
Treforest	824,964	809,660	-1.9
Pontypridd	861,092	799,790	-7.1
Abercynon	251,688	265,458	5.5
Penrhiwceiber	49,440	49,690	0.5
Mountain Ash	91,996	96,728	5.1
Fernhill	24,250	25,186	3.9
Cwmbach	20,278	22,988	13.4
Aberdare	557,992	551,928	-1.1
All Stations w/o Cardiff Central & Cardiff Queen Street			
Queen Street	4,836,720	4,862,656	0.5
All Stations total	19,039,050	19,325,330	1.5

Source: ORR Estimates of Station Usage

- While the number of station entries/exits generally saw an increase in 2014-15 along this branch, a small number of stations saw reductions in entries/exits;
- The number of station entries/exits at the line's terminus at Aberdare fell slightly with a 1 per cent decrease;
- 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 2013-14.

## 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Cardiff Central	11,739,630	11,939,360	1.7
Cardiff Queen Street	2,462,700	2,523,314	2.5
Cathays	806,646	860,502	6.7
Llandaf	441,176	448,052	1.6
Radyr	468,968	475,106	1.3
Taffs Well	324,274	337,912	4.2
Treforest Estate	113,956	119,656	5.0
Treforest	824,964	809,660	-1.9
Pontypridd	861,092	799,790	-7.1
Trehafod	31,092	31,704	2.0
Porth	307,254	313,730	2.1
Dinas Rhondda	62,822	59,680	-5.0
Tonypandy	79,290	82,396	3.9
Llwynypia	58,202	55,540	-4.6
Ystrad Rhondda	52,098	50,992	-2.1
Ton Pentre	46,818	47,102	0.6
Treorchy	74,438	77,848	4.6
Ynyswen	9,730	10,064	3.4
Treherbert	541,720	521,860	-3.7
Total w/o Cardiff Central & Cardiff Queen Street	5,104,540	5,101,594	-0.1
<b>All Stations Total</b>	<b>19,306,870</b>	<b>24,665,862</b>	<b>27.8</b>

Source: ORR Estimates of Station Usage

- In 2014-15 the number of station entries/exits increased at most of the Rhondda stations, with Cathays increasing the most at nearly 7 per cent;
- There was an annual decrease of nearly 4 per cent in the number of station entries/exits at the line's terminus at Treherbert;
- Excluding Cardiff Central and Queen St, the level of station entries/exits remained broadly at the same level with 2013-14.

## 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Cardiff Central	11,739,630	11,939,360	1.7
Cardiff Queen Street	2,462,700	2,523,314	2.5
Heath High Level	348,278	375,014	7.7
Llanishen	220,792	237,626	7.6
Lisvane & Thornhill	175,556	187,708	6.9
Caerphilly	698,318	709,020	1.5
Aber	219,868	212,546	-3.3
Energlyn & Churchill Park	15,938	69,390	335.4
Llanbradach	137,368	123,920	-9.8
Ystrad Mynach	312,262	317,660	1.7
Hengoed	123,286	129,600	5.1
Pengam	460,970	469,052	1.8
Gilfach Fargoed	3,690	3,606	-2.3
Bargoed	208,994	222,294	6.4
Brithdir	13,516	15,586	15.3
Tir-Phil	23,632	26,234	11.0
Pontlottyn	20,946	21,874	4.4
Rhymney	197,652	211,178	6.8
Total w/o Cardiff Central & Cardiff Queen Street	3,181,066	3,332,308	4.8
All Stations Total	17,383,396	17,794,982	2.4

Source: ORR Estimates of Station Usage

- In 2014-15 there were increases in the number of station entries/exits at the majority of stations along the route. The largest growth, of some 335 per cent was at Energlyn and Churchill Park. The reason for such a large increase could be due to the fact that this is a relatively new station which has only been running since December 2013 and people switching from the nearby stations of Aber and Llanbradach. The largest fall in number of station entries/exits on this branch was at Llanbradach at just under 10 per cent.
- There was an increase of nearly 7 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 5 per cent on this line compared with 2013-14.

## 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Cardiff Central	11,739,630	11,939,360	1.7
Pontyclun	281,048	295,778	5.2
Llanharan	162,812	164,948	1.3
Pencoed	296,662	239,112	-19.4
Bridgend	1,669,880	1,518,220	-9.1
Wildmill	17,762	19,708	11.0
Sarn	78,192	61,516	-21.3
Tondu	56,864	43,400	-23.7
Garth (Mid-Glamorgan)	26,292	14,810	-43.7
Maesteg (Ewenny Road)	3,930	2,752	-30.0
Maesteg	218,644	188,460	-13.8
All stations w/o Cardiff Central & Bridgend	1,142,206	1,030,484	-9.8
All Stations Total	14,551,716	14,488,064	-0.4

Source: ORR Estimates of Station Usage

- In 2014-15 there were decreases in the number of station entries/exits for the majority of stations along the route. The largest fall was seen at Garth with a decrease of 44 per cent;
- The number of station entries/exits at the line's terminus at Maesteg decreased by 14 per cent;
- Excluding Cardiff Central and Bridgend, there was an average annual decrease in station entries/exits of almost 10 per cent on this line compared with 2013-14.

## Ebbw Valley Line

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

**Table 12: Ebbw Valley Line station usage, 2013-14 to 2014-15**

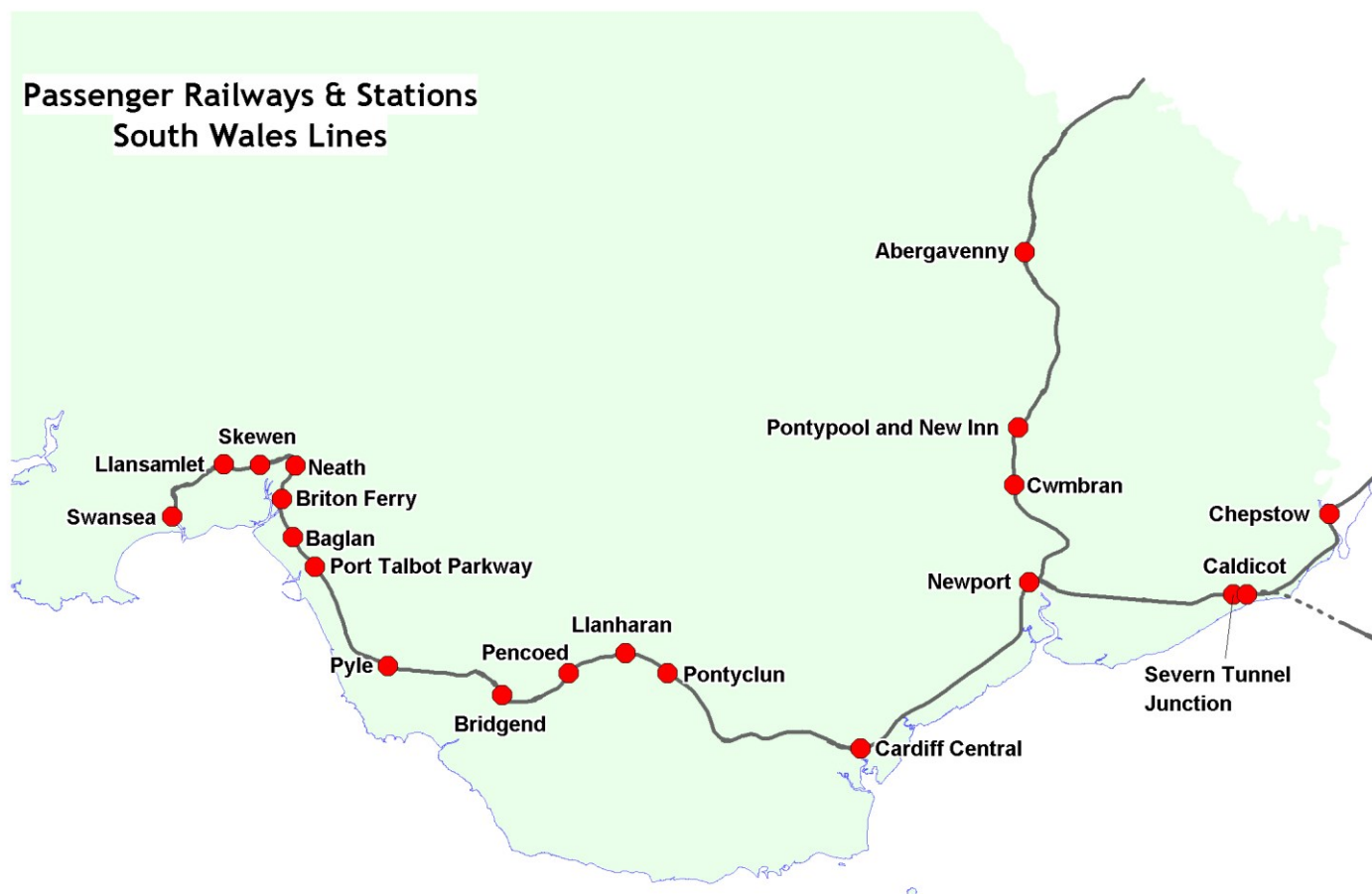
<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Cardiff Central	11,739,630	11,939,360	1.7
Pye Corner		15,052	
Rogerstone	115,110	105,938	-8.0
Risca and Pontymister	108,734	107,786	-0.9
Crosskeys	119,362	113,926	-4.6
Newbridge	134,154	132,440	-1.3
Llanhilleth	77,800	77,912	0.1
Ebbw Vale Parkway	263,538	253,904	-3.7
Total w/o Cardiff Central	818,698	806,958	-1.4
All Stations Total	12,558,328	12,746,318	1.5

Source: ORR Estimates of Station Usage

- In 2014-15 the number of station entries/exits experienced a fall in a majority of the stations along the route with the largest decrease at Rogerstone of just under 8 per cent having previously experiencing the greatest increase. Pye Corner is a new station that opened in December 2014.
- There was a decrease of just under 4 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 decreased by over 1 per cent compared with 2013-14.

## 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, as illustrated on the map. These lines and routes carry a variety of passengers: commuters, business travellers on longer distance services and some leisure travellers too.



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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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Newport	2,291,044	2,388,504	4.3
Cardiff Central	11,739,630	11,939,360	1.7
Bridgend	1,669,880	1,518,220	-9.1
Port Talbot Parkway	509,976	499,890	-2.0
Neath	820,188	834,680	1.8
Swansea	2,116,490	2,165,704	2.3
<b>All Stations Total</b>	<b>19,147,208</b>	<b>19,346,358</b>	<b>1.0</b>

Source: ORR Estimates of Station Usage

- In 2014-15 there was an increase in the number of station entries/exits at the majority of stations on this branch; Newport saw the largest year on year rise of 4 per cent. Bridgend went from the largest increase on the previous year to the biggest decrease this year (9 per cent);
- There was an average annual increase in station entries/exits of 1 per cent on this line compared with 2013-14.

## 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Newport	2,291,044	2,388,504	4.3
Severn Tunnel Junction	215,372	238,634	10.8
Caldicot	93,068	96,324	3.5
Chepstow	217,030	231,080	6.5
Total w/o Newport	525,470	566,038	7.7
<b>All Station Total</b>	<b>2,816,514</b>	<b>2,954,542</b>	<b>4.9</b>

Source: ORR Estimates of Station Usage

- In 2014-15 there were increases in all the station entries/exits at all stations along the route. The largest growth, an increase of 11 per cent, was at the Severn Tunnel Junction;
- Excluding Newport, there was an average annual increase in station entries/exits of almost 8 per cent on this route compared with 2013-14.



## 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Newport	2,291,044	2,388,504	4.3
Cwmbran	347,888	353,592	1.6
Pontypool & New Inn	58,100	58,504	0.7
Abergavenny	389,762	425,054	9.1
Total w/o Newport	795,750	837,150	5.2
All Stations Total	3,086,794	3,225,654	4.5

Source: ORR Estimates of Station Usage

- In 2014-15 there were increases in the number of station entries/exits at all stations along the route. The largest growth, an increase of 9 per cent, was at Abergavenny;
- Excluding Newport, there was an average increase in station entries/exits of some 5 per cent on this route compared with 2013-14.

## 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Cardiff Central	11,739,630	11,939,360	1.7
Pontyclun	281,048	295,778	5.2
Pencoed	296,662	239,112	-19.4
Bridgend	1,669,880	1,518,220	-9.1
Pyle	156,262	113,602	-27.3
Port Talbot Parkway	509,976	499,890	-2.0
Baglan	22,552	27,510	22.0
Briton Ferry	35,370	36,872	4.2
Neath	820,188	834,680	1.8
Skewen	36,736	45,352	23.5
Llansamlet	33,200	32,848	-1.1
Swansea	2,116,490	2,165,704	2.3
All Stations total	17,717,994	17,748,928	0.2

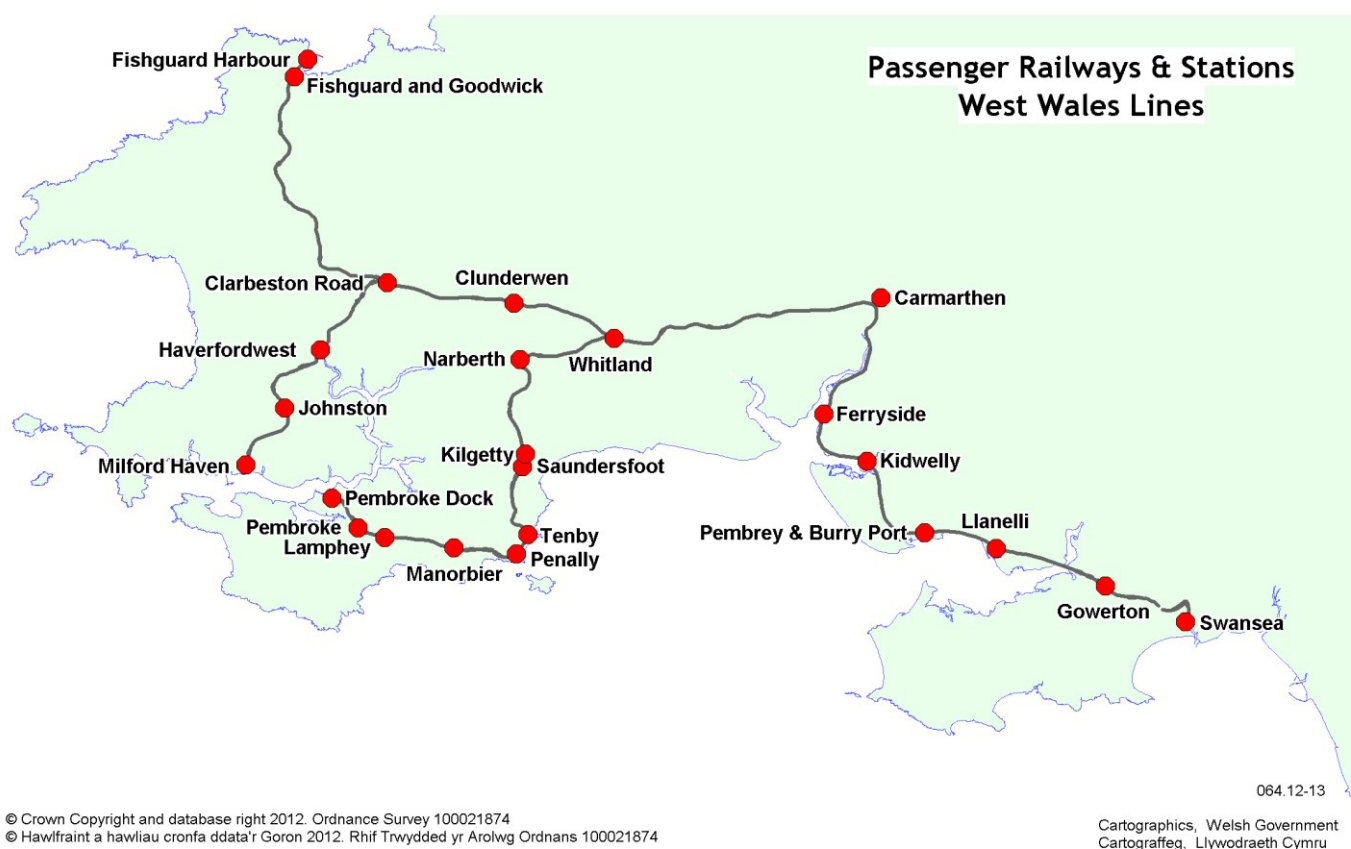
Source: ORR Estimates of Station Usage

2014-15 saw an increase in the number of station entries/exits at the majority of stations along the route. The largest growth, of some 24 per cent, was at Skewen;

- There was an average increase in station entries/exits of under 1 per cent on this line between 2014-15 and 2013-14.
- From experiencing the largest increase in the number of station entries/exits in 2013-14 (50 per cent), Pyle then saw the greatest decrease in the number of station entries/exits in 2014-15 of 27 per cent;

## 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.



## 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Swansea	2,116,490	2,165,704	2.3
Gowerton	110,076	130,668	18.7
Llanelli	393,246	403,474	2.6
Pembrey and Burry Port	131,040	145,558	11.1
Kidwelly	26,794	31,040	15.8
Ferryside	20,730	19,326	-6.8
Carmarthen	418,952	428,094	2.2
Whitland	54,330	54,570	0.4
Narberth	19,558	22,296	14.0
Kilgetty	17,066	17,188	0.7
Saundersfoot	7,754	8,282	6.8
Tenby	111,562	121,324	8.8
Penally	4,506	4,990	10.7
Manorbier	7,840	9,640	23.0
Lamphey	4,986	5,612	12.6
Pembroke	28,876	30,352	5.1
Pembroke Dock	45,232	47,378	4.7
All Stations Total	3,519,038	3,645,496	3.6

Source: ORR Estimates of Station Usage

- In 2014-15 there were increases in the number of station entries/exits at all but one of the stations along the line. The largest growth, of some 23 per cent, was at Manorbier with the only fall being some 7 per cent at Ferryside;
- There was an average increase in station entries/exits of nearly 4 per cent on this line compared with 2013-14.

## Swansea to Milford Haven and Fishguard

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

**Table 18: Swansea to Milford Haven & Fishguard station usage, 2013-14 to 2014-15**

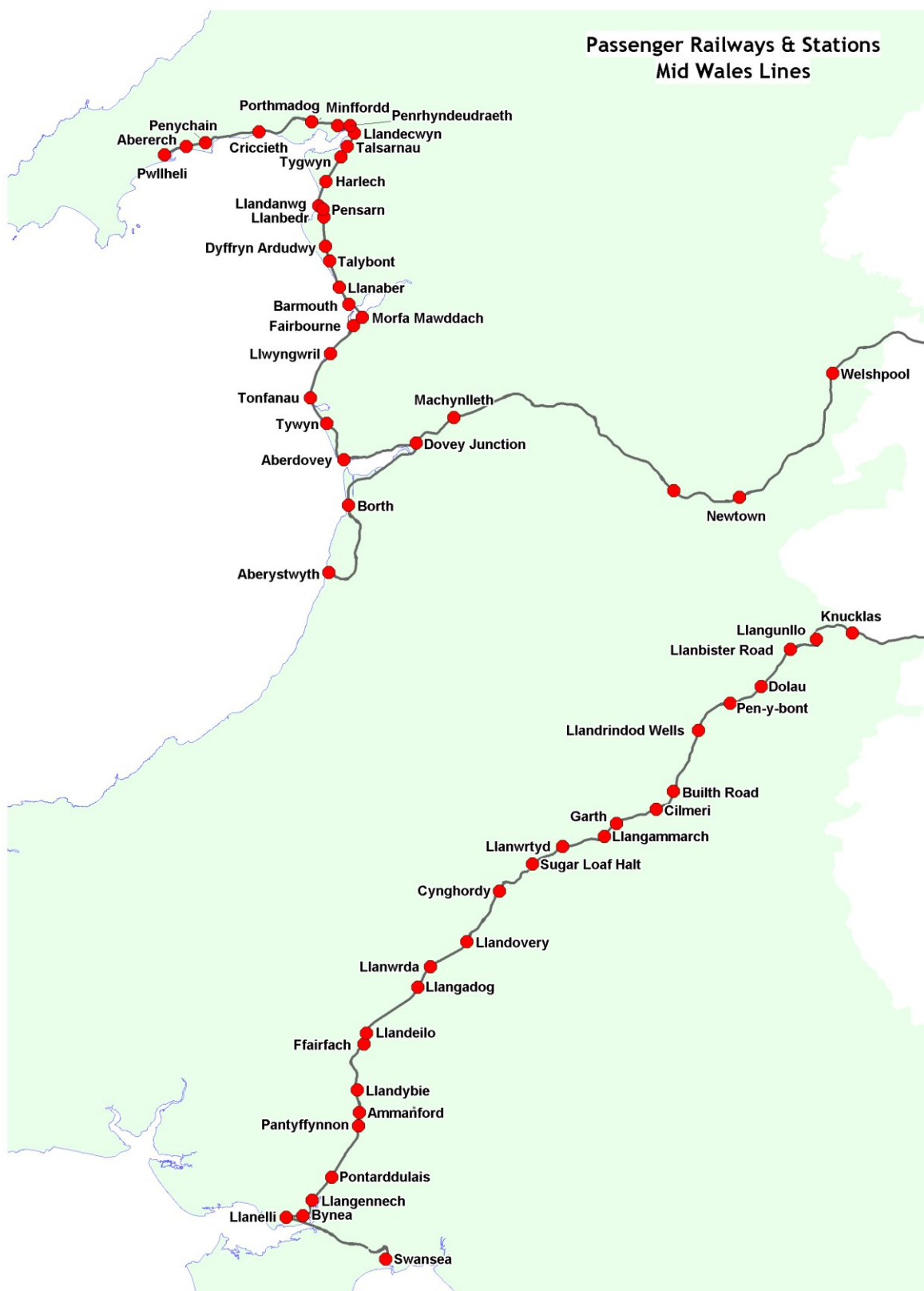
<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Swansea	2,116,490	2,165,704	2.3
Gowerton	110,076	130,668	18.7
Llanelli	393,246	403,474	2.6
Pembrey and Burry Port	131,040	145,558	11.1
Kidwelly	26,794	31,040	15.8
Ferryside	20,730	19,326	-6.8
Carmarthen	418,952	428,094	2.2
Whitland	54,330	54,570	0.4
Clunderwen	24,572	24,968	1.6
Clarbston Road	10,356	11,046	6.7
Haverfordwest	135,722	140,220	3.3
Johnston	8,326	8,960	7.6
Milford Haven	61,720	65,356	5.9
Fishguard & Goodwick	17,062	19,874	16.5
Fishguard Harbour	29,404	26,522	-9.8
All Stations Total	3,558,820	3,675,380	3.3

Source: ORR Estimates of Station Usage

- In 2014-15 the majority of stations experienced an increase in the number of station entries/exits along the line. The largest rises were seen at Gowerton, Fishguard and Kidwelly with 19 per cent, 17 per cent and 16 per cent respectively;
- There was an average increase in station entries/exits of some 3 per cent on this line compared with a decrease of over 1 per cent in 2013-14.

## 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.



## 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, 2013-14 to 2014-15**

Station	<i>Number and percent</i>		
	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Swansea	2,116,490	2,165,704	2.3
Llanelli	393,246	403,474	2.6
Bynea	1,662	2,046	23.1
Llangennech	2,908	2,654	-8.7
Pontarddulais	4,692	5,334	13.7
Pantyyffynnon	4,778	4,362	-8.7
Ammanford	19,912	20,238	1.6
Llandybie	8,190	7,466	-8.8
Ffairfach	3,146	2,820	-10.4
Llandeilo	15,786	17,386	10.1
Llangadog	6,094	6,392	4.9
Llanwrda	2,066	2,164	4.7
Llandovery	16,964	18,890	11.4
Cynghordy	1,312	1,286	-2.0
Sugar Loaf	240	110	-54.2
Llanwrtyd	8,996	8,952	-0.5
Llangammarch	3,126	2,792	-10.7
Garth	1,322	1,500	13.5
Cilmeri	1,998	2,556	27.9
Builth Road	8,340	8,054	-3.4
Llandrindod	42,958	43,706	1.7
Pen-Y-Bont	1,548	1,706	10.2
Dolau	1,406	1,396	-0.7
Llanbister Road	1,390	1,242	-10.6
Llangynllo	806	810	0.5
Knucklas	4,778	4,928	3.1
All Stations Total	2,674,154	2,737,968	2.4

Source: ORR Estimates of Station Usage

- In 2014-15 there were increases in the number of station entries/exits at the majority of the stations along the line. The largest growth, of some 30 per cent, was at Cilmeri with the largest fall of some 54 per cent at Sugar Loaf, which had previously seen the biggest increase;
- The average number of station entries/exits on this line rose by over 2 per cent compared with a 2 per cent decrease in 2013-14.

## Cambrian Main Line

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

**Table 20: Cambrian Main Line station usage, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Welshpool	122,446	133,744	9.2
Newtown	123,918	130,306	5.2
Caersws	45,900	49,250	7.3
Machynlleth	119,636	120,802	1.0
Dovey Junction	1,828	2,366	29.4
Borth	52,712	53,662	1.8
Aberystwyth	307,382	303,738	-1.2
All Stations Total	773,822	793,868	2.6

Source: ORR Estimates of Station Usage

- In 2014-15 all but one of the stations along the line saw an increase in the number of station entries/exits. Dovey Junction continued to show the largest increase in numbers with a 29 per cent increase on 2013-14;
- There was an average increase in station entries/exits of just under 3 per cent on this line compared to a similar fall in numbers in 2013-14.

## 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Machynlleth	119,636	120,802	1.0
Dovey Junction	1,828	2,366	29.4
Penhelig	9,178	8,956	-2.4
Aberdovey	34,450	36,684	6.5
Tywyn	97,696	105,364	7.8
Tonfanau	2,728	3,258	19.4
Llwyngwrl	34,194	31,990	-6.4
Fairbourne	38,164	44,138	15.7
Morfa Mawddach	9,962	10,758	8.0
Barmouth	150,288	173,272	15.3
Llanaber	2,238	1,964	-12.2
Talybont	20,332	22,144	8.9
Dyffryn Ardudwy	16,592	18,700	12.7
Llanbedr	9,098	12,248	34.6
Pensarn	1,810	2,084	15.1
Llandanwg	4,382	4,606	5.1
Harlech	97,598	105,524	8.1
Tyngwyn	1,364	1,168	-14.4
Talsarnau	7,026	5,836	-16.9
Llandecwyn	880	1,352	53.6
Penrhyndeudraeth	40,654	39,962	-1.7
Minffordd	14,524	11,476	-21.0
Porthmadog	53,040	55,892	5.4
Criccieth	18,064	15,580	-13.8
Penychain	3,276	1,716	-47.6
Abererch	1,380	326	-76.4
Pwllheli	30,652	54,332	77.3
All Stations Total	821,034	892,498	8.7

Source: ORR Estimates of Station Usage

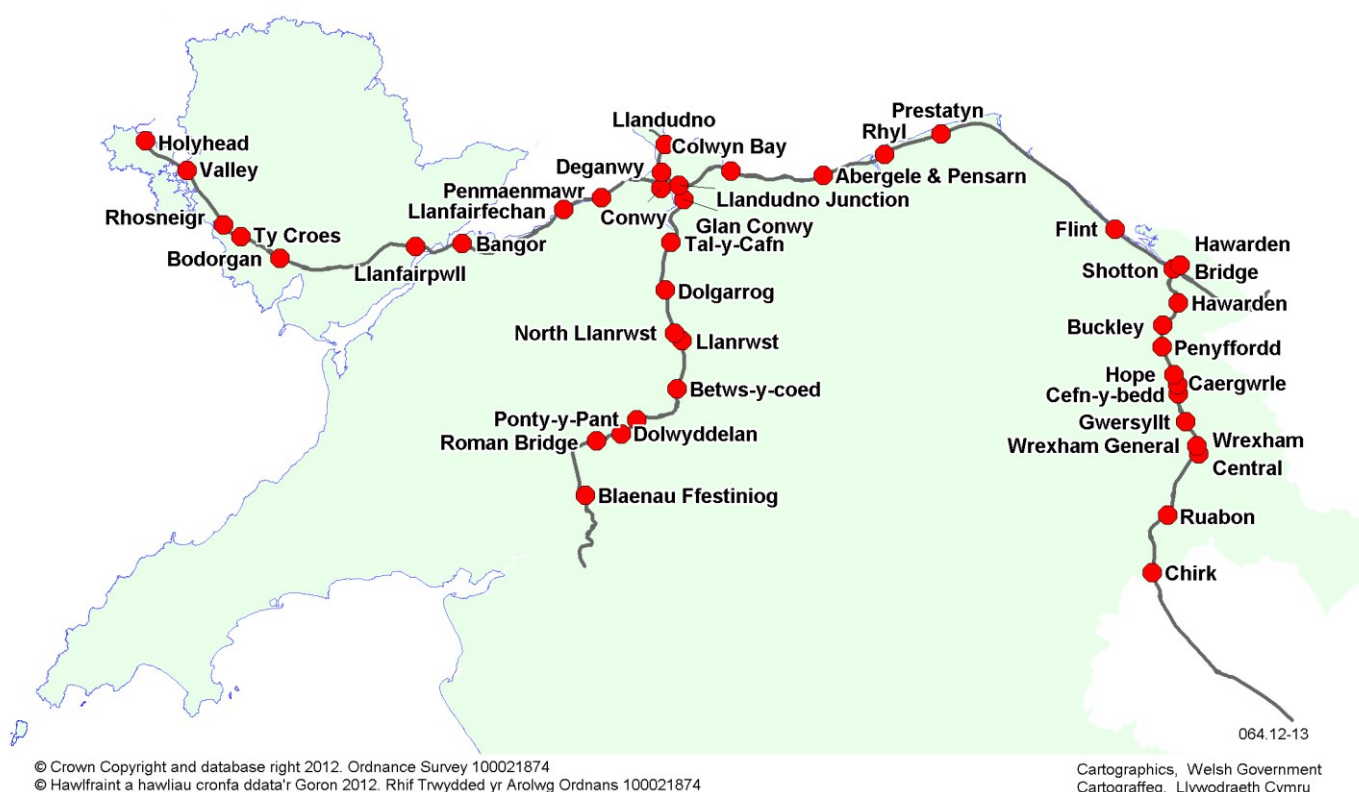
- In 2014-15 there were increases in the number of station entries/exits at the majority of stations along the line. The largest growth, of some 77 per cent, was at Pwllheli with the largest fall of some 76 per cent at Abererch;
- There was an average increase in station entries/exits of some 9 per cent on this line, a considerable increase compared with 2013-14.



## 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



## 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Shotton	247,938	240,596	-3.0
Flint	263,538	265,910	0.9
Prestatyn	362,890	349,284	-3.7
Rhyl	591,130	544,356	-7.9
Abergele & Pensarn	81,152	73,642	-9.3
Colwyn Bay	305,368	294,858	-3.4
Llandudno Junction	342,106	340,568	-0.4
Conwy	38,982	41,560	6.6
Penmaenmawr	15,264	13,936	-8.7
Llanfairfechan	12,824	11,982	-6.6
Bangor	662,970	670,770	1.2
Llanfair PG	17,564	19,000	8.2
Bodorgan	5,638	5,678	0.7
Ty Croes	4,142	4,836	16.8
Rhosneigr	17,906	16,994	-5.1
Valley	18,236	16,660	-8.6
Holyhead	232,520	235,060	1.1
All Stations Total	3,220,168	3,145,690	-2.3

Source: ORR Estimates of Station Usage

- In 2014-15 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 17 per cent, was at Ty Croes with the largest fall of 9 per cent at Abergele and Pensarn;
- There was an average decrease in station entries/exits of some 2 per cent on this line, following a similar decrease in 2013-14.

## 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, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Llandudno	315,366	311,806	-1.1
Deganwy	11,378	10,874	-4.4
Llandudno Junction	342,106	340,568	-0.4
Glan Conwy	4,572	4,852	6.1
Tal-y-Cafn	2,400	2,102	-12.4
Dolgarrog	828	1,506	81.9
North Llanrwst	2,204	1,962	-11.0
Llanrwst	19,896	21,146	6.3
Betws-y-Coed	35,400	41,484	17.2
Pont-y-Pant	1,424	1,674	17.6
Dolwyddelan	4,184	4,354	4.1
Roman Bridge	764	746	-2.4
Blaenau Ffestiniog	44,828	47,666	6.3
All Stations Total	785,350	790,740	0.7

Source: ORR Estimates of Station Usage

- In 2014-15 there were a mix of rises and falls in the number of station entries/exits at the stations along this line. Dolgarrog continued to experience the largest growth of some 82 per cent with Tal-y-Cafn seeing the largest fall of just over 12 per cent;
- There was an average increase in station entries/exits of under 1 per cent on this line compared with 2013-14.

## Borderlands Line

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

**Table 24: Borderlands Line station usage, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Wrexham Central	53,142	73,444	38.2
Wrexham General	590,968	551,966	-6.6
Gwersyllt	40,172	39,938	-0.6
Cefn-y-Bedd	9,388	8,918	-5.0
Caergwrle	24,438	23,034	-5.7
Hope	29,682	27,470	-7.5
Penyffordd	22,156	24,582	10.9
Buckley	50,544	51,684	2.3
Hawarden	39,932	36,422	-8.8
Shotton	247,938	240,596	-3.0
Hawarden bridge	4,088	4,872	19.2
All Station Totals	1,112,448	1,082,926	-2.7

Source: ORR Estimates of Station Usage

- In 2014-15 there were a majority of falls in the number of station entries/exits at the stations along this line. The largest fall, of some 9 per cent was at Hawarden with the largest growth of 38 per cent at Wrexham Central;
- There was an average reduction in station entries/exits of nearly 3 per cent on this line, compared with 2013-14.

## Wrexham to Chirk

This route is part of the Shrewsbury to Chester line.

**Table 25: Wrexham to Chirk station usage, 2013-14 to 2014-15**

<i>Number and percent</i>			
Station	2013-14 Entries & Exits	2014-15 Entries & Exits	Year on year change (%)
Wrexham General	590,968	551,966	-6.6
Ruabon	93,276	99,782	7.0
Chirk	70,646	70,724	0.1
All Stations Total	754,890	722,472	-4.3

Source: ORR Estimates of Station Usage

- In 2014-15 there were increases in the number of station entries/exits at two of the three stations along the route. The largest increase, of some 7 per cent was at Ruabon;
- There was an average reduction in station entries/exits of some 4 per cent on this route compared with 2013-14, which is accounted for by the large fall at Wrexham General.

## 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 from 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:

- Travelling from or to the station (entries and exits); and
- 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:

- *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.
- *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.
- *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:

- 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.

Users should also take care when interpreting percentage changes, especially when dealing with small numbers.



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