

Rail Station Usage in Wales 2010-11

Introduction

This Statistical Bulletin reports on the usage of rail stations in Wales. The bulletin compares rail station usage, for each and every station by line or route in Wales, between 2009-10 and 2010-11. 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 points:

- For all 218 stations in Wales there was a growth of 4.3 per cent in the number of station entries/exits in 2010-11 compared to 2009-10
- Cardiff Central is the busiest station in Wales, and the 30th busiest in the UK, with 11.3m station entries/exits in 2010-11 which represents roughly one quarter of all station entries/exits in Wales in 2010-11.
- There were more station entries/exits at Cardiff Central than both Bristol Temple Meads and Bristol Parkway combined in both 2009-10 and 2010-11
- Of the 20 busiest stations in Wales, 11 are part of the Valley Lines network, not including Cardiff Central.

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Background

The Office of Rail Regulation (ORR) commission Delta Rail to collate and report on station usage figures on an annual basis. The station usage data is generated from an origin/destination matrix that is linked to the rail industry's planning tool 'MOIRA Replacement Demand Matrix'. The 'MOIRA Replacement Demand Matrix' contains rail ticketing data from LENNON which is the rail industry's ticketing and revenue system. Some rail ticketing information is absent from the LENNON database, though this largely does not effect Wales as the main absentees relate to tickets within the London Travelcard area, PTE ticketing and tickets for trips to/from airports on Heathrow Express, Gatwick Express and Stansted Express. Delta Rail are aware of these issues and have estimated infills to cover these areas. Once Delta Rail have compiled the figures they provide a report and spreadsheet with the data to the ORR. The ORR then publish these on their website.

The ORR has published the 2010-11 station usage spreadsheet. The spreadsheet shows that there has been strong growth in the number of entries/exits at many stations in Wales.

Busiest stations in Wales

For all 218 stations in Wales there was a growth of 4.3 per cent in the number of station entries/exits in 2010-11 compared to 2009-10. Almost a quarter, some 25 per cent, of all station entries/exits in Wales occurred at Cardiff Central station.

Table 1 below shows the 20 busiest stations in Wales, on all lines, by station entries/exits.

Table 1 - 20 busiest stations in Wales by station entries/exits

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Central	10,742,546	11,259,968	5%
Cardiff Queen Street	2,437,638	2,411,438	-1%
Newport (Gwent)	2,181,630	2,291,040	5%
Swansea	2,052,880	2,155,906	5%
Bridgend	1,534,664	1,604,944	5%
Pontypridd	815,398	1,034,976	27%
Neath	761,654	819,546	8%
Trefforest	746,616	769,646	3%
Cardiff Bay	685,608	753,148	10%
Cathays	674,706	701,082	4%
Caerphilly	622,016	665,328	7%
Bangor (Gwynedd)	591,978	633,664	7%
Barry Island	561,490	618,346	10%
Wrexham General	584,176	613,618	5%
Rhyl	583,420	609,178	4%
Penarth	584,778	586,048	0%
Treherbert	498,236	526,862	6%
Aberdare	507,820	524,592	3%
Barry	505,758	503,634	0%
Port Talbot Parkway	450,300	478,844	6%

Source: ORR Station Usage 2010-11

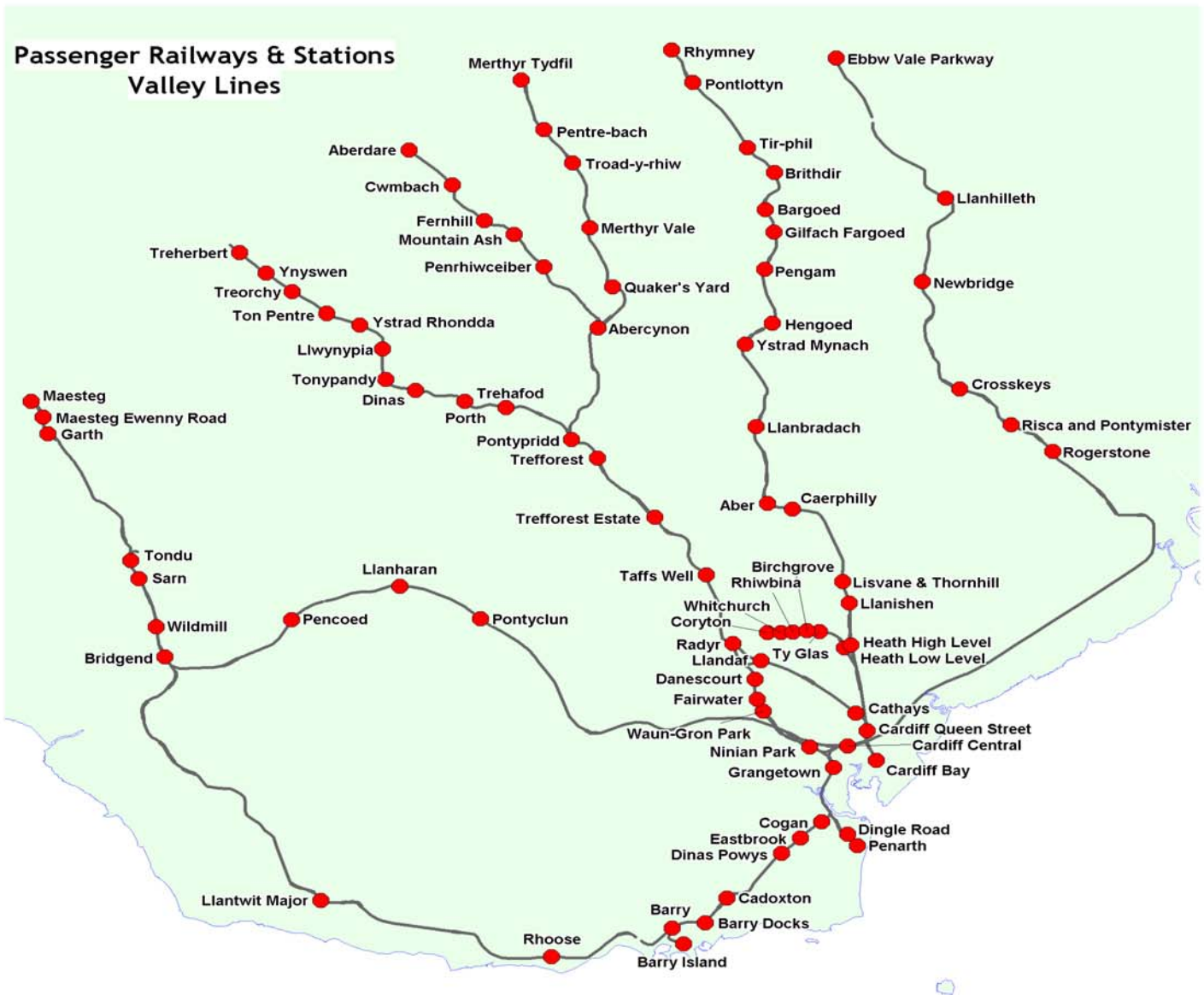
Cardiff Central is the 30th busiest station on the UK rail network and has been for the past 4 years. There were more station entries/exits at Cardiff Central than both Bristol Temple Meads and Bristol Parkway combined in both 2009-10 and 2010-11.

Cardiff Queen Street and Barry were the only stations in the top 20 of Welsh stations to show a fall in the number of station entries/exits in 2010-11 compared to 2009-10.

Table 1 shows that there was a 27 per cent increase in station entries/exits at Pontypridd. It is likely that a proportion of this growth can be attributed to changes in revenue enforcement at this station.

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 both Cardiff Central and Cardiff Queen Street 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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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 2, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 2 - Butetown Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Queen Street	2,437,638	2,411,438	-1%
Cardiff Bay	685,608	753,148	10%

Source: ORR Station Usage 2010-11

There was a 10 per cent increase in the number of station entries/exits at Cardiff Bay station between 2009-10 and 2010-11.

City Line

The City Line runs from Cardiff Queen Street to Radyr via Cardiff Central and Ninian Park. Table 3, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 3 - City Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Queen Street	2,437,638	2,411,438	-1%
Cardiff Central	10,742,546	11,259,968	5%
Ninian Park	56,732	67,782	19%
Waun-Gron Park	36,432	42,916	18%
Fairwater	28,990	30,884	7%
Danescourt	61,712	64,528	5%
Radyr	458,690	457,348	0%

Source: ORR Station Usage 2010-11

Table 3 shows that there has been a strong growth in the number of station entries/exits along the majority of this line. In particular, there are almost 20 per cent more station entries/exits at Ninian Park and Waun-Gron Park in 2010-11 compared to 2009-10.

Table 3 also shows that there has been a slight fall in the number of entries/exits at Radyr, a key interchange station on the Valley Lines network which is also on the Merthyr, Aberdare and Rhondda lines, between 2009-10 and 2010-11.

Excluding Cardiff Central and Queen St, there was an average growth in station entries/exits of some 3 per cent on this line between 2009-10 and 2010-11.

Coryton Line

The Coryton Line links Cardiff Queen Street with a number of suburban stations terminating at Coryton. Table 4, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 4 - Coryton Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Central	10,742,546	11,259,968	5%
Cardiff Queen Street	2,437,638	2,411,438	-1%
Heath Low Level	37,738	36,150	-4%
Ty Glas	90,800	83,246	-8%
Birchgrove	22,914	18,728	-18%
Rhiwbina	29,302	27,432	-6%
Whitchurch	6,426	5,170	-20%
Coryton	279,722	284,656	2%

Source: ORR Station Usage 2010-11

Table 4 shows a fall in station entries/exits between 2009-10 and 2010-11 at all stations along the route other than the terminating stations. The largest falls of some 18 and 20 per cent respectively were at Birchgrove and Whitchurch stations.

There was a 2 per cent increase in station entries/exits between 2009-10 and 2010-11 at Coryton.

Excluding Cardiff Central and Queen St, there was an average fall in station entries/exits of some 2 per cent on this line between 2009-10 and 2010-11.

Vale of Glamorgan Line

The Vale of Glamorgan line links Cardiff Central to both Penarth and ultimately Bridgend via Barry and Rhoose. Table 5, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 5 - Vale of Glamorgan Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Central	10,742,546	11,259,968	5%
Grangetown	134,360	143,406	7%
Dingle Road	22,948	24,010	5%
Penarth	584,778	586,048	0%
Cogan	193,892	204,942	6%
Eastbrook	171,768	166,732	-3%
Dinas Powys	80,696	79,072	-2%
Cadoxton	257,140	249,714	-3%
Barry Docks	148,754	131,566	-12%
Barry	505,758	503,634	0%
Barry Island	618,346	561,490	-9%
Rhoose Cardiff Airport	157,378	154,748	-2%
Llantwit Major	201,230	196,732	-2%
Bridgend	1,534,664	1,604,944	5%

Source: ORR Station Usage 2010-11

Table 5 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at stations along the Penarth branch and to Cogan. Grangetown has seen the largest increase at some 7 per cent.

However, all other stations along the Vale of Glamorgan route to Bridgend (other than Bridgend itself) have seen a decrease in the number of station entries/exits between 2009-10 and 2010-11. Barry Docks has seen the largest decrease of some 12 per cent.

Excluding Cardiff Central and Bridgend, there was an average fall in station entries/exits of some 2 per cent on this line between 2009-10 and 2010-11.

Merthyr Line

The Merthyr line links Cardiff Central station with Merthyr Tydfil via Pontypridd and Abercynon. Table 6, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 6 - Merthyr Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Central	10,742,546	11,259,968	5%
Cardiff Queen Street	2,437,638	2,411,438	-1%
Cathays	674,706	701,082	4%
Llandaf	409,204	405,378	-1%
Radyr	458,690	457,348	0%
Taffs Well	301,144	309,028	3%
Treforest Estate	122,014	116,052	-5%
Treforest	746,616	769,646	3%
Pontypridd	815,398	1,034,976	27%
Abercynon	195,702	214,492	10%
Quakers Yard	62,128	61,682	-1%
Merthyr Vale	42,712	41,428	-3%
Troed-y-rhiw	34,390	32,496	-6%
Pentre-bach	14,764	16,240	10%
Merthyr Tydfil	381,484	437,230	15%

Source: ORR Station Usage 2010-11

Table 6 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at most interchange stations along the route other than Cardiff Queen St and Radyr. The largest growth, of some 27 per cent, was at Pontypridd, though this is likely to be in part due to changes in revenue enforcement at this station.

Table 6 shows that there was an increase of some 15 per cent in the number of station entries/exits between 2009-10 and 2010-11 at the lines terminus at Merthyr Tydfil.

Excluding Cardiff Central and Queen St, there was an average increase in station entries/exits of some 8 per cent on this line between 2009-10 and 2010-11.

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 7, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 7 - Aberdare Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Central	10,742,546	11,259,968	5%
Cardiff Queen Street	2,437,638	2,411,438	-1%
Cathays	674,706	701,082	4%
Llandaf	409,204	405,378	-1%
Radyr	458,690	457,348	0%
Taffs Well	301,144	309,028	3%
Treforest Estate	122,014	116,052	-5%
Treforest	746,616	769,646	3%
Pontypridd	815,398	1,034,976	27%
Abercynon	195,702	214,492	10%
Penrhiwceiber	74,056	64,384	-13%
Mountain Ash	116,022	102,056	-12%
Fernhill	27,926	22,914	-18%
Cwmbach	22,692	19,234	-15%
Aberdare	507,820	524,592	3%

Source: ORR Station Usage 2010-11

Table 7 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at most interchange stations along the route other than Cardiff Queen St and Radyr. The largest growth, of some 27 per cent, was at Pontypridd, though this is likely to be in part due to changes in revenue enforcement at this station.

Table 7 shows that there was an increase of some 3 per cent in the number of station entries/exits between 2009-10 and 2010-11 at the lines terminus at Aberdare.

Excluding Cardiff Central and Queen St, there was an average increase in station entries/exits of some 6 per cent on this line between 2009-10 and 2010-11.

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 8, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 8 - Rhondda Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Central	10,742,546	11,259,968	5%
Cardiff Queen Street	2,437,638	2,411,438	-1%
Cathays	674,706	701,082	4%
Llandaf	409,204	405,378	-1%
Radyr	458,690	457,348	0%
Taffs Well	301,144	309,028	3%
Treforest Estate	122,014	116,052	-5%
Treforest	746,616	769,646	3%
Pontypridd	815,398	1,034,976	27%
Trehafod	29,348	31,498	7%
Porth	299,430	297,554	-1%
Dinas Rhondda	61,008	58,390	-4%
Tonypandy	94,942	77,796	-18%
Llwynypia	56,808	45,688	-20%
Ystrad Rhondda	89,868	71,720	-20%
Ton Pentre	109,428	39,698	-64%
Treorchy	218,766	64,980	-70%
Ynyswen	12,858	7,754	-40%
Treherbert	498,236	526,862	6%

Source: ORR Station Usage 2010-11

Table 8 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at most of the interchange stations along the route other than Cardiff Queen St and Radyr. There are apparent large decreases in station entries/exits at stations between Tonypandy and Ynyswen between 2009-10 and 2010-11, particularly Treorchy and Ton Pentre. The ORR report that this is largely down to school travel for Treorchy School no longer being registered in the LENNON rail ticket database and therefore they are no longer included in the rail station entries/exits calculations.

Table 8 shows that there was an increase of some 6 per cent in the number of station entries/exits between 2009-10 and 2010-11 at the lines terminus at Treherbert.

Excluding Cardiff Central and Queen St, there was an average increase in station entries/exits of less than 1 per cent on this line between 2009-10 and 2010-11.

Rhymney Line

The Rhymney line links Cardiff Central with Rhymney via a number of stations in the Caerphilly local authority area. Table 9, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 9 - Rhymney Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Central	10,742,546	11,259,968	5%
Cardiff Queen Street	2,437,638	2,411,438	-1%
Heath High Level	315,942	320,666	1%
Llanishen	191,470	198,114	3%
Lisvane & Thornhill	161,990	166,334	3%
Caerphilly	622,016	665,328	7%
Aber	192,788	202,486	5%
Llanbradach	132,392	132,802	0%
Ystrad Mynach	277,144	290,812	5%
Hengoed	113,076	117,492	4%
Pengam	450,990	457,734	1%
Gilfach Fargoed	3,376	3,396	1%
Bargoed	144,406	168,108	16%
Brithdir	10,380	11,308	9%
Tir-Phil	21,460	22,400	4%
Pontlottyn	16,320	18,434	13%
Rhymney	182,020	193,114	6%

Source: ORR Station Usage 2010-11

Table 9 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at all stations along the route other than Cardiff Queen St. The largest growth, of some 16 per cent, was at Bargoed station.

Table 9 shows that there was an increase of some 6 per cent in the number of station entries/exits between 2009-10 and 2010-11 at the lines 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 between 2009-10 and 2010-11.

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 10, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 10 - Maesteg Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Central	10,742,546	11,259,968	5%
Pontyclun	227,722	231,310	2%
Llanharan	126,486	133,022	5%
Pencoed	201,400	215,196	7%
Bridgend	1,534,664	1,604,944	5%
Wildmill	10,396	12,162	17%
Sarn	39,984	41,278	3%
Tondu	30,238	36,110	19%
Garth	19,834	17,064	-14%
Maesteg (Ewenny Road)	4,898	3,936	-20%
Maesteg	175,816	189,008	8%

Source: ORR Station Usage 2010-11

Table 10 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at all stations along the route other than Garth and Maesteg (Ewenny Road). The largest growth, of some 17 per cent, was at Wildmill station with the largest fall at Maesteg (Ewenny road) of some 20 per cent.

Table 10 shows that there was an increase of some 8 per cent in the number of station entries/exits between 2009-10 and 2010-11 at the lines terminus at Maesteg.

Excluding Cardiff Central and Bridgend, there was an average increase in station entries/exits of some 5 per cent on this line between 2009-10 and 2010-11.

Ebbw Valley Line

The Ebbw Valley line links Cardiff Central to Ebbw Vale Parkway. Table 11, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 11 - Ebbw Valley Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Central	10,742,546	11,259,968	5%
Rogerstone	92,230	101,446	10%
Risca and Pontymister	99,964	107,330	7%
Crosskeys	103,734	107,674	4%
Newbridge	120,678	132,092	9%
Llanhilleth	66,684	75,342	13%
Ebbw Vale Parkway	233,946	246,718	5%

Source: ORR Station Usage 2010-11

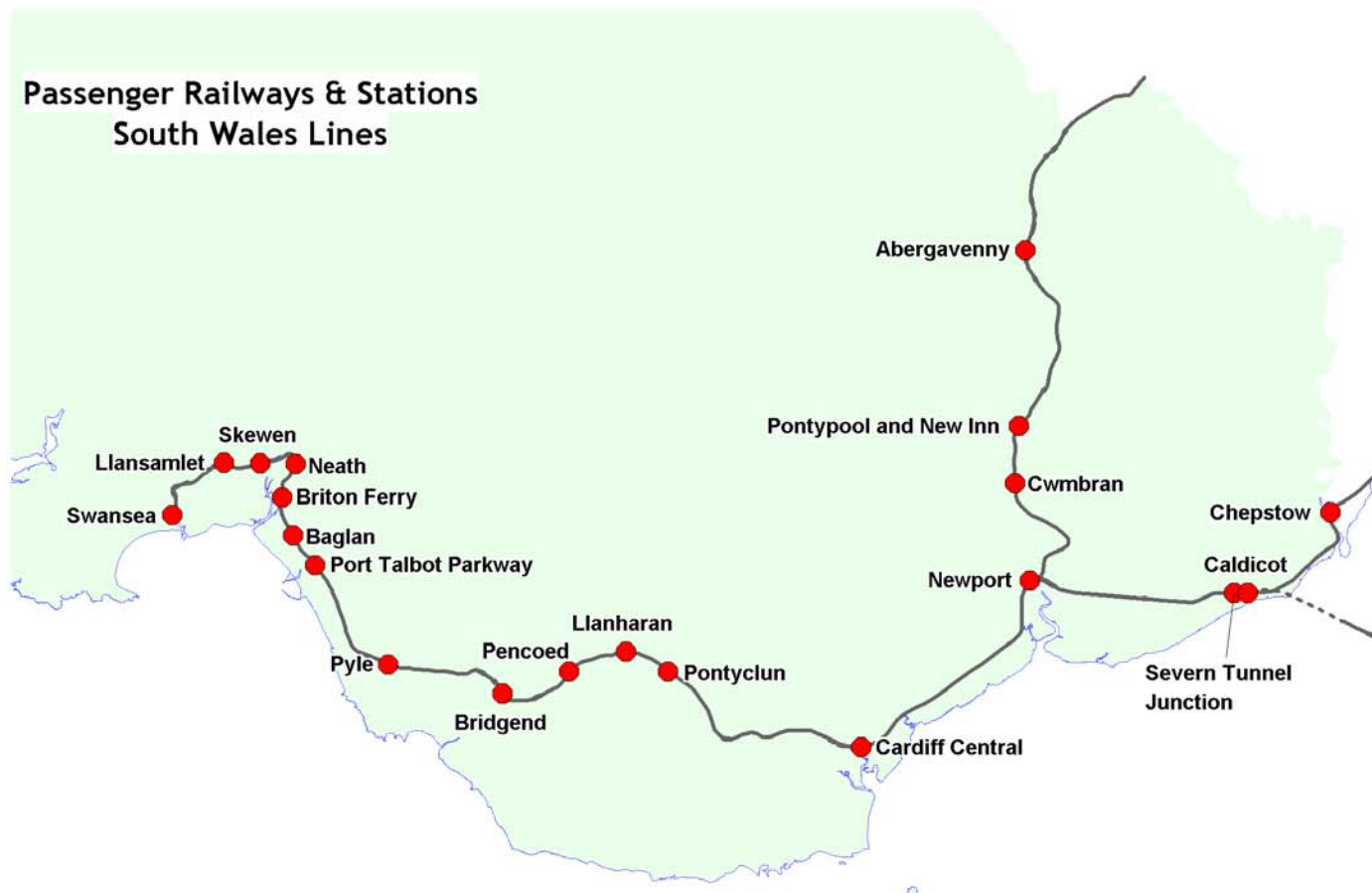
Table 11 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at all stations along the route. The largest growth, of some 13 per cent, was at Llanhilleth.

Table 11 shows that there was an increase of some 5 per cent in the number of station entries/exits between 2009-10 and 2010-11 at the lines terminus at Ebbw Vale Parkway.

Excluding Cardiff Central, there was an average increase in station entries/exits of some 7 per cent on this line between 2009-10 and 2010-11.

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.



Great Western Main Line

This section of the bulletin reports on station entries/exits between Newport and Swansea on the Great Western Main Line (also referred to as the South Wales Main Line). Table 12, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 12 - Great Western Main Line station entries/exits

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Newport (Gwent)	2,181,630	2,291,040	5%
Cardiff Central	10,742,546	11,259,968	5%
Bridgend	1,534,664	1,604,944	5%
Port Talbot Parkway	450,300	478,844	6%
Neath	761,654	819,546	8%
Swansea	2,052,880	2,155,906	5%

Source: ORR Station Usage 2010-11

Table 12 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at all stations along the route. The largest growth, of some 8 per cent was at Neath. The table also shows that there was a minimum increase of some 5 per cent in the number of station entries/exits between 2009-10 and 2010-11 at all the stations on the route.

There was an average increase in station entries/exits of some 5 per cent on this line between 2009-10 and 2010-11.

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 13, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 13 - Newport to Chepstow Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Newport (Gwent)	2,181,630	2,291,040	5%
Severn Tunnel Junction	153,644	176,518	15%
Caldicot	79,006	83,292	5%
Chepstow	176,980	188,374	6%

Source: ORR Station Usage 2010-11

Table 13 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at all stations along the route. The largest growth, of some 15 per cent was at Severn Tunnel Junction.

Excluding Newport, there was an average increase in station entries/exits of some 9 per cent on this route between 2009-10 and 2010-11.

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 14, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 14 - Newport to Abergavenny Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Newport (Gwent)	2,181,630	2,291,040	5%
Cwmbran	309,252	317,582	3%
Pontypool & New Inn	39,252	40,590	3%
Abergavenny	344,486	357,326	4%

Source: ORR Station Usage 2010-11

Table 14 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at all stations along the route. The largest growth, of some 5 per cent was at Newport.

Excluding Newport, there was an average increase in station entries/exits of some 3 per cent on this route between 2009-10 and 2010-11.

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 15, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 15 - Swanline Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Cardiff Central	10,742,546	11,259,968	5%
Pontyclun	227,722	231,310	2%
Pencoed	201,400	215,196	7%
Bridgend	1,534,664	1,604,944	5%
Port Talbot Parkway	450,300	478,844	6%
Baglan	20,972	17,642	-16%
Briton Ferry	28,974	31,748	10%
Neath	761,654	819,546	8%
Skewen	27,638	34,042	23%
Llansamlet	25,558	32,330	26%
Swansea	2,052,880	2,155,906	5%

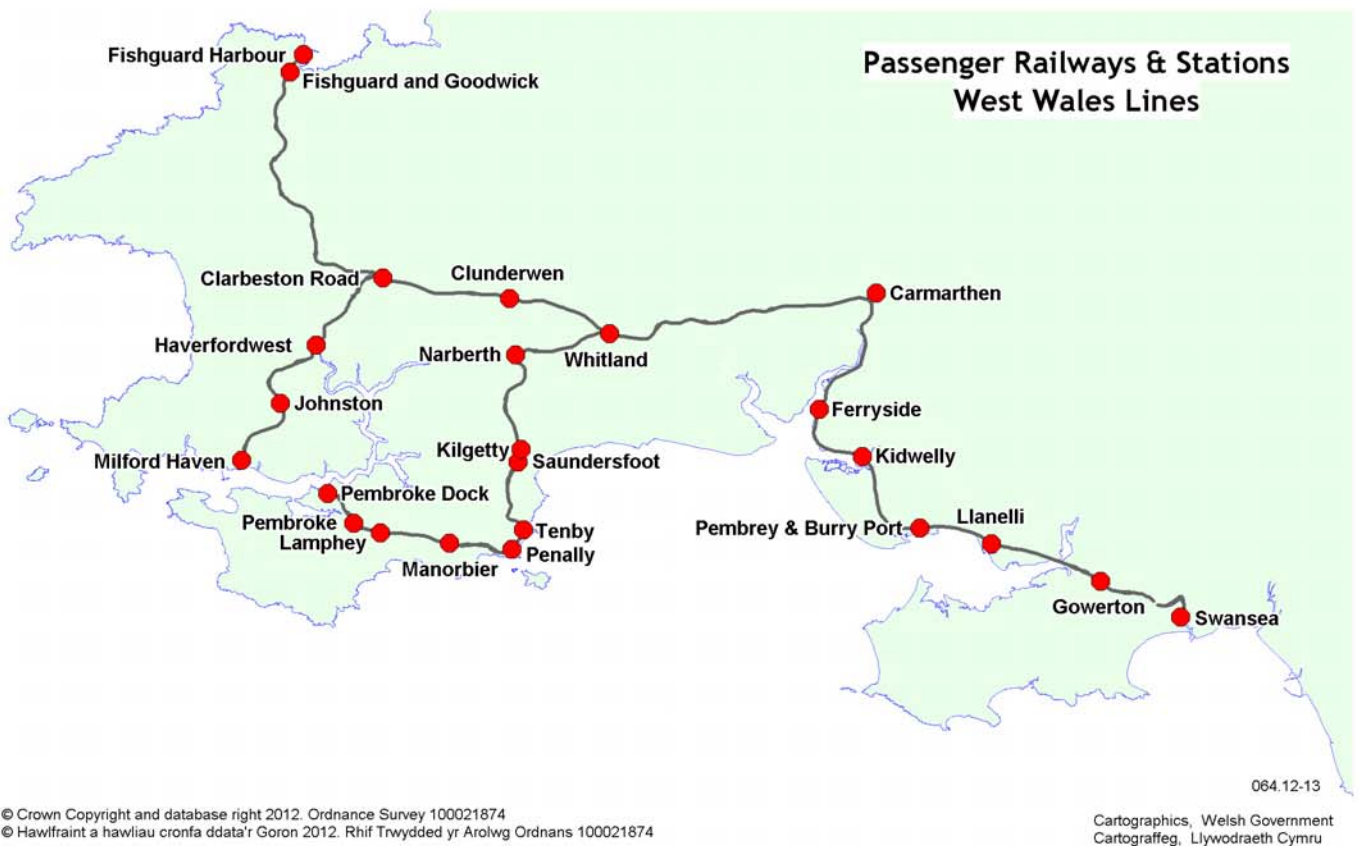
Source: ORR Station Usage 2010-11

Table 15 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at all but one of the stations along the route. The largest growth, of some 26 per cent was at Llansmlet with a fall of some 16 per cent at Baglan.

There was an average increase in station entries/exits of some 5 per cent on this line between 2009-10 and 2010-11.

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 16, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 16 - Swansea to Pembroke Dock Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Swansea	2,052,880	2,155,906	5%
Gowerton	42,674	66,346	55%
Llanelli	364,842	394,130	8%
Pembrey and Burry Port	112,866	119,876	6%
Kidwelly	19,696	21,198	8%
Ferryside	20,370	21,454	5%
Carmarthen	367,276	398,786	9%
Whitland	51,730	52,262	1%
Narberth	15,974	17,484	9%
Kilgetty	13,368	13,602	2%
Saudersfoot	6,844	6,236	-9%
Tenby	99,262	105,482	6%
Penally	5,680	4,676	-18%
Manorbier	5,818	7,480	29%
Lamphey	4,446	4,342	-2%
Pembroke	26,500	29,532	11%
Pembroke Dock	41,432	45,640	10%

Source: ORR Station Usage 2010-11

Table 16 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at all but three of the stations along the line. The largest growth, of some 55 per cent was at Gowerton with the largest fall being some 18 per cent at Penally.

There was an average increase in station entries/exits of some 7 per cent on this line between 2009-10 and 2010-11.

Swansea to Milford Haven and Fishguard

This line runs from Swansea through to Fishguard and Milford Haven via a branch line West of Clarboston Road. Table 17, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 17 - Swansea to Milford Haven & Fishguard Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Swansea	2,052,880	2,155,906	5%
Gowerton	42,674	66,346	55%
Llanelli	364,842	394,130	8%
Pembrey and Burry Port	112,866	119,876	6%
Kidwelly	19,696	21,198	8%
Ferryside	20,370	21,454	5%
Carmarthen	367,276	398,786	9%
Whitland	51,730	52,262	1%
Clunderwen	20,542	22,072	7%
Clarboston Road	5,068	6,832	35%
Haverfordwest	132,926	143,838	8%
Johnston	6,446	6,762	5%
Milford Haven	54,268	56,546	4%
Fishguard Harbour	23,746	30,832	30%

Source: ORR Station Usage 2010-11

Table 17 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at all of the stations along the line. The largest growth, of some 55 per cent was at Gowerton.

There was an average increase in station entries/exits of some 7 per cent on this line between 2009-10 and 2010-11.

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 18, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 18 - Heart of Wales Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Swansea	2,052,880	2,155,906	5%
Llanelli	364,842	394,130	8%
Bynea	1,664	1,376	-17%
Llangennech	1,596	1,834	15%
Pontarddulais	4,414	5,052	14%
Pantyyffynnon	3,872	4,270	10%
Ammanford	17,524	19,256	10%
Llandybie	6,230	7,120	14%
Ffairfach	2,616	2,302	-12%
Llandeilo	13,656	14,518	6%
Llangadog	5,464	5,436	-1%
Llanwrda	2,358	2,268	-4%
Llandovery	18,756	20,050	7%
Cynghordy	1,396	1,628	17%
Sugar Loaf	106	84	-21%
Llanwrtyd	9,002	9,316	3%
Llangammarch	2,324	3,146	35%
Garth	1,064	1,032	-3%
Cilmeri	1,690	1,690	0%
Builth Road	9,730	9,124	-6%
Llandrindod	47,366	47,732	1%
Pen-y-Bont	1,542	1,490	-3%
Dolau	2,064	2,430	18%
Llanbister Road	1,668	1,172	-30%
Llangynllo	966	1,032	7%
Knucklas	3,644	3,998	10%

Source: ORR Station Usage 2010-11

Table 18 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at many of the stations along the line. The largest growth, of some 55 per cent was at Llangammarch with the largest fall of some 30 per cent at Llanbister Road.

There was an average increase in station entries/exits of some 5 per cent on this line between 2009-10 and 2010-11.

Cambrian Line

The Cambrian Line runs from Shrewsbury across Mid-Wales, branching off to Aberystwyth and terminating at Pwllheli in North Wales. Table 19, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 19 - Cambrian Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Welshpool	101,404	105,590	4%
Newtown	114,310	119,194	4%
Caersws	36,090	42,272	17%
Machynlleth	119,094	121,390	2%
Dovey Junction	1,768	1,482	-16%
Borth	60,892	60,088	-1%
Aberystwyth	299,770	310,870	4%
Aberdovey	27,996	32,190	15%
Tywyn	103,222	109,506	6%
Tonfanau	3,016	2,726	-10%
Llwyngwril	32,096	37,426	17%
Fairbourne	41,578	45,830	10%
Morfa Mawddach	8,558	9,936	16%
Barmouth	156,570	167,268	7%
Llanaber	4,818	3,140	-35%
Talybont	17,742	21,406	21%
Dyffryn Ardudwy	20,888	20,274	-3%
Llanbedr	11,348	12,252	8%
Pensarn	2,730	2,084	-24%
Llandanwg	5,304	4,756	-10%
Harlech	129,250	127,372	-1%
Tygwyn	2,072	2,048	-1%
Talsarnau	9,216	9,742	6%
Llandecwyn	1,812	1,906	5%
Penrhyndeudraeth	77,982	66,000	-15%
Minffordd	14,168	14,452	2%
Porthmadog	73,976	75,690	2%
Criccieth	22,460	22,208	-1%
Penychain	2,446	2,394	-2%
Abererch	1,326	1,620	22%
Pwllheli	71,756	68,198	-5%

Source: ORR Station Usage 2010-11

Table 19 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at most of the stations along the line. The largest growth, of some 22 per cent was at Abererch with the largest fall of some 35 per cent at Llanaber.

There was an average increase in station entries/exits of some 3 per cent on this line between 2009-10 and 2010-11.

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 20, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 20 - North Wales Coast Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Shotton	201,788	218,370	8%
Flint	234,220	259,546	11%
Prestatyn	333,652	335,994	1%
Rhyl	583,420	609,178	4%
Abergele & Pensarn	71,110	76,650	8%
Colwyn Bay	275,232	299,222	9%
Llandudno Junction	313,218	333,848	7%
Conwy	27,168	32,156	18%
Penmaenmawr	11,870	13,130	11%
Llanfairfechan	11,052	12,664	15%
Bangor	591,978	633,664	7%
Llanfair PG	13,524	15,498	15%
Bodorgan	5,354	7,314	37%
Ty Croes	3,732	4,612	24%
Rhosneigr	13,478	15,292	13%
Valley	15,156	16,768	11%
Holyhead	185,506	241,210	30%

Source: ORR Station Usage 2010-11

Table 20 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at all of the stations along the line. The largest growth, of some 37 per cent was at Bodorgan. There was also growth of some 30 per cent at Holyhead, the ORR speculate that a proportion of this growth was down to increased use of the ferry service to Ireland due to the volcanic ash incident halting flights for a period in 2010.

There was an average increase in station entries/exits of some 8 per cent on this line between 2009-10 and 2010-11.

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 21, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 21 - Conwy Valley Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Llandudno	286,616	308,952	8%
Deganwy	10,472	13,560	29%
Llandudno Junction	313,218	333,848	7%
Glan Conwy	2,404	2,416	0%
Tal-y-Cafn	1,078	988	-8%
Dolgarrog	382	472	24%
North Llanrwst	1,086	1,236	14%
Llanrwst	13,420	14,276	6%
Betws-y-Coed	29516	32390	10%
Pont-y-Pant	1,576	1,472	-7%
Roman Bridge	610	636	4%
Blaenau Ffestiniog	38,330	42,726	11%

Source: ORR Station Usage 2010-11

Table 21 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at almost all of the stations along the line. The largest growth, of some 29 per cent was at Deganwy with the largest fall of some 8 per cent at Tal-y-Cafn.

There was an average increase in station entries/exits of some 8 per cent on this line between 2009-10 and 2010-11.

Borderlands Line

The Borderlands Line runs North from Wrexham Central terminating at Bidston in the Wirral. Table 22, below, details the station entries/exits at these stations for 2009-10 and 2010-11.

Table 22 - Borderlands Line Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Wrexham Central	23,338	31,952	37%
Wrexham General	584,176	613,618	5%
Gwersyllt	32,036	34,026	6%
Cefn-y-Bedd	8,492	9,284	9%
Caergwrle	23,778	22,186	-7%
Hope	22,648	24,186	7%
Penyffordd	18,700	21,082	13%
Buckley	48,364	51,472	6%
Hawarden	38,066	37,896	0%
Shotton	201,788	218,370	8%
Hawarden Bridge	6,632	4,540	-32%

Source: ORR Station Usage 2010-11

Table 22 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at almost all of the stations along the line. The largest growth, of some 37 per cent was at Wrexham Central with the largest fall of some 32 per cent at Hawarden Bridge.

There was an average increase in station entries/exits of some 6 per cent on this line between 2009-10 and 2010-11.

Wrexham to Chirk

This route is part of the Shrewsbury to Chester line. Table 23, below, details the station entries/exits at the stations on this route for 2009-10 and 2010-11.

Wrexham to Chirk Station Usage 2010-11

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Percentage change
Wrexham General	584,176	613,618	5%
Ruabon	71,346	77,014	8%
Chirk	56,310	60,356	7%

Source: ORR Station Usage 2010-11

Table 23 shows increases in the number of station entries/exits between 2009-10 and 2010-11 at all of the stations along the route. The largest growth, of some 8 per cent was at Ruabon.

There was an average increase in station entries/exits of some 6 per cent on this route between 2009-10 and 2010-11.

Key Quality Information

The ORR station information is available from their website at:

<http://www.rail-reg.gov.uk/server/show/nav.1529>

This web-page contains both the excel workbook Station Usage file (Station Usage 2010-11.xls). that contains the data used in this Bulletin. It also contains a report "Station Usage 2010/11" compiled by Delta Rail that explains the information contained within the Station Usage file. The report provides guidance to the methodology followed during the process of creating this file for financial year 2010/11. These reports have been compiled since 1997-98.

In summary, Station Usage data consists of estimates of the total numbers of people travelling from or to the station (entries & exits); and interchanging at the station (interchanges). Information is estimated for all the national rail stations around England, Scotland, and Wales based on tickets sales data.

This Station Usage data is generated from rail industry systems used to model the origin and destination of passenger journeys (called the Origin Destination, or O-D Matrix). These include two rail planning and management systems: The first of these is called MOIRA, which is the rail industry's tool for forecasting the impact of timetables on passenger revenue. The second is called LENNON, which is the rail industry's ticketing and revenue system. The origin and destination of many journeys (and hence station usage) can be derived directly from information from ticket sales; there are estimation processes used for season tickets; and infills for tickets outside the LENNON system, such as London Travelcards, Airport links and zonal products sold by Passenger Transport Executives.

Full details can be found in the Delta Rail document.