

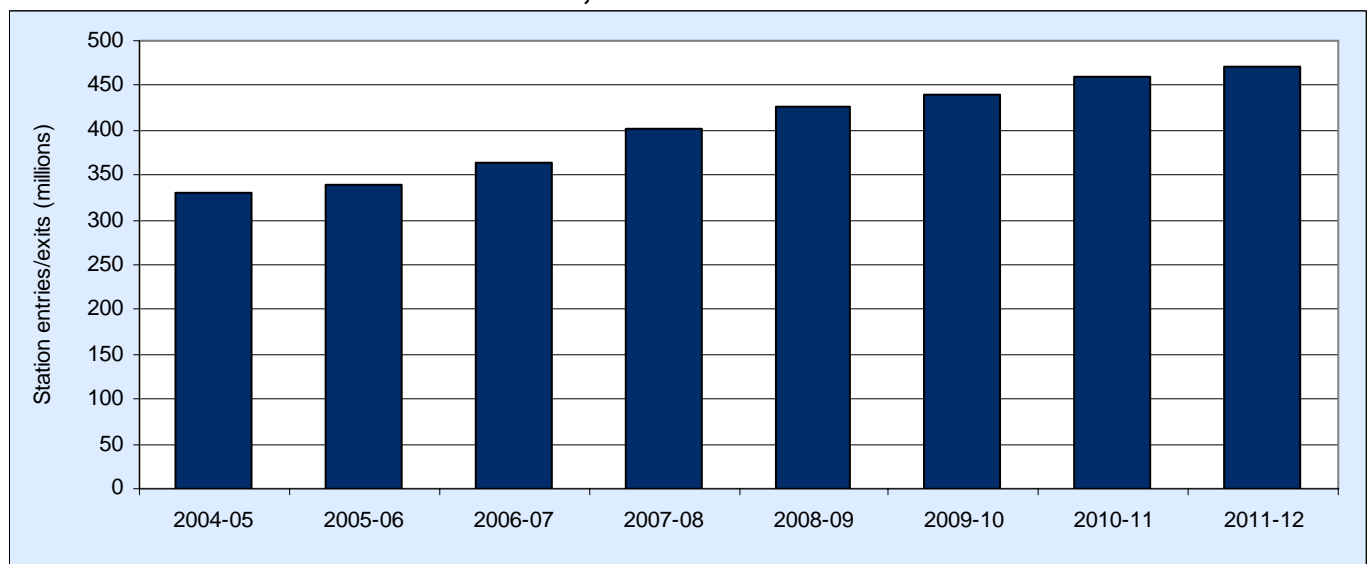
Rail Station Usage in Wales 2011-12

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 2009-10 to 2011-12, 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 2004-05. 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, 2004-05 to 2011-12



- In 2011-12 there were 218 rail stations in Wales (Table 3);
- There was an increase of 2.6 per cent in the number of station entries/exits in Wales in 2011-12 compared with 2010-11, the smallest year on year growth since 2005-06 (Table 2).
- Of the 20 busiest stations in Wales, 11 are part of the Valley Lines network, not including Cardiff Central and Cardiff Queen Street (Table 1).

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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 218 stations in Wales there was a growth of 2.6 per cent in the number of station entries/exits in 2011-12 compared with 2010-11. 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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Cardiff Central	10,742,546	11,259,968	4.8	11,502,080	2.2
Cardiff Queen Street	2,437,638	2,411,438	-1.1	2,488,932	3.2
Newport (Gwent)	2,181,630	2,291,040	5.0	2,273,932	-0.7
Swansea	2,052,880	2,155,906	5.0	2,148,042	-0.4
Bridgend	1,534,664	1,604,944	4.6	1,578,288	-1.7
Trefforest	746,616	769,646	3.1	911,800	18.5
Pontypridd	815,398	1,034,976	26.9	873,660	-15.6
Neath	761,654	819,546	7.6	809,610	-1.2
Cardiff Bay	685,608	753,148	9.9	793,368	5.3
Cathays	674,706	701,082	3.9	755,434	7.8
Caerphilly	622,016	665,328	7.0	678,406	2.0
Bangor (Gwynedd)	591,978	633,664	7.0	675,748	6.6
Rhyl	583,420	609,178	4.4	633,238	3.9
Wrexham General	584,176	613,618	5.0	622,148	1.4
Barry Island	561,490	618,346	10.1	617,220	-0.2
Penarth	584,778	586,048	0.2	589,422	0.6
Aberdare	507,820	524,592	3.3	537,548	2.5
Treherbert	498,236	526,862	5.7	512,582	-2.7
Barry	505,758	503,634	-0.4	506,304	0.5
Port Talbot Parkway	450,300	478,844	6.3	478,180	-0.1
Other Welsh stations	15,921,042	16,382,562	2.9	17,135,160	4.6
All Welsh stations	44,044,354	45,944,370	4.3	47,121,102	2.6

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 2011-12;
- There was a 19 per cent increase in station entries/exits in Trefforest in 2011/12, while Pontypridd saw a 16 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, 2004-05 to 2011-12

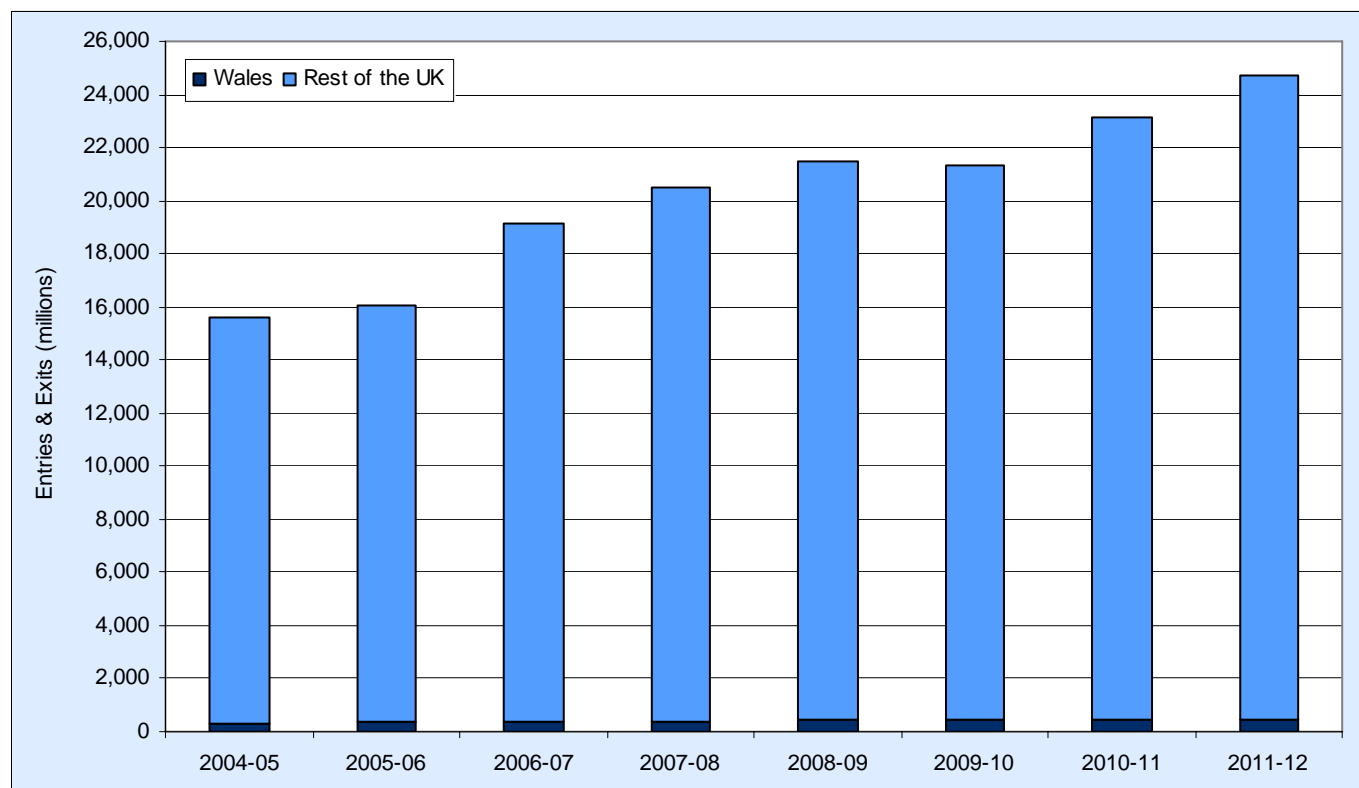


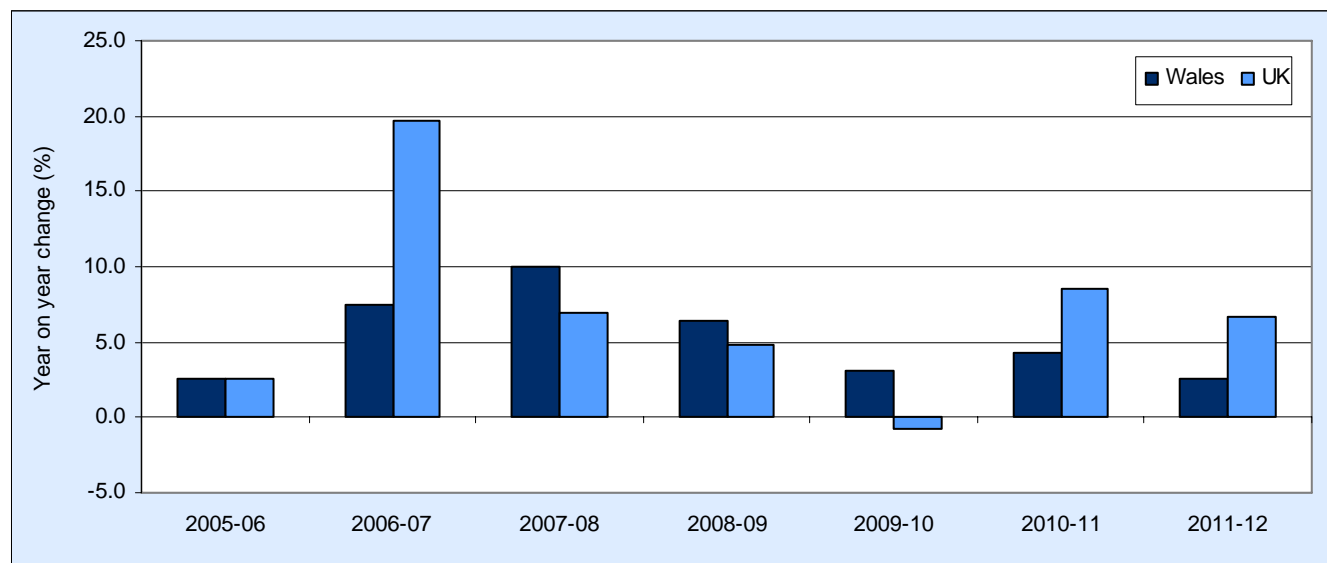
Table 2: Station entries/exits in Wales, comparison with the UK, 2004-05 to 2011-12

	Wales		UK	
	Number	Year on year growth	Number	Year on year growth
2004-05	331		15,623	
2005-06	339	2.6	16,015	2.5
2006-07	365	7.5	19,169	19.7
2007-08	401	10.0	20,498	6.9
2008-09	427	6.5	21,475	4.8
2009-10	440	3.1	21,308	-0.8
2010-11	459	4.3	23,138	8.6
2011-12	471	2.6	24,689	6.7

Source: ORR Estimates of Station Usage

The number of rail station entries/exits in Wales has grown steadily over the past six or seven years, but at a slower rate to that of the rest of the UK.

Chart 3: Station entries/exits in Wales, year on year change, comparison with the UK, 2005-06 to 2011-12



The number of rail stations in Wales has remained constant over recent years, compared with steady growth in the UK as a whole.

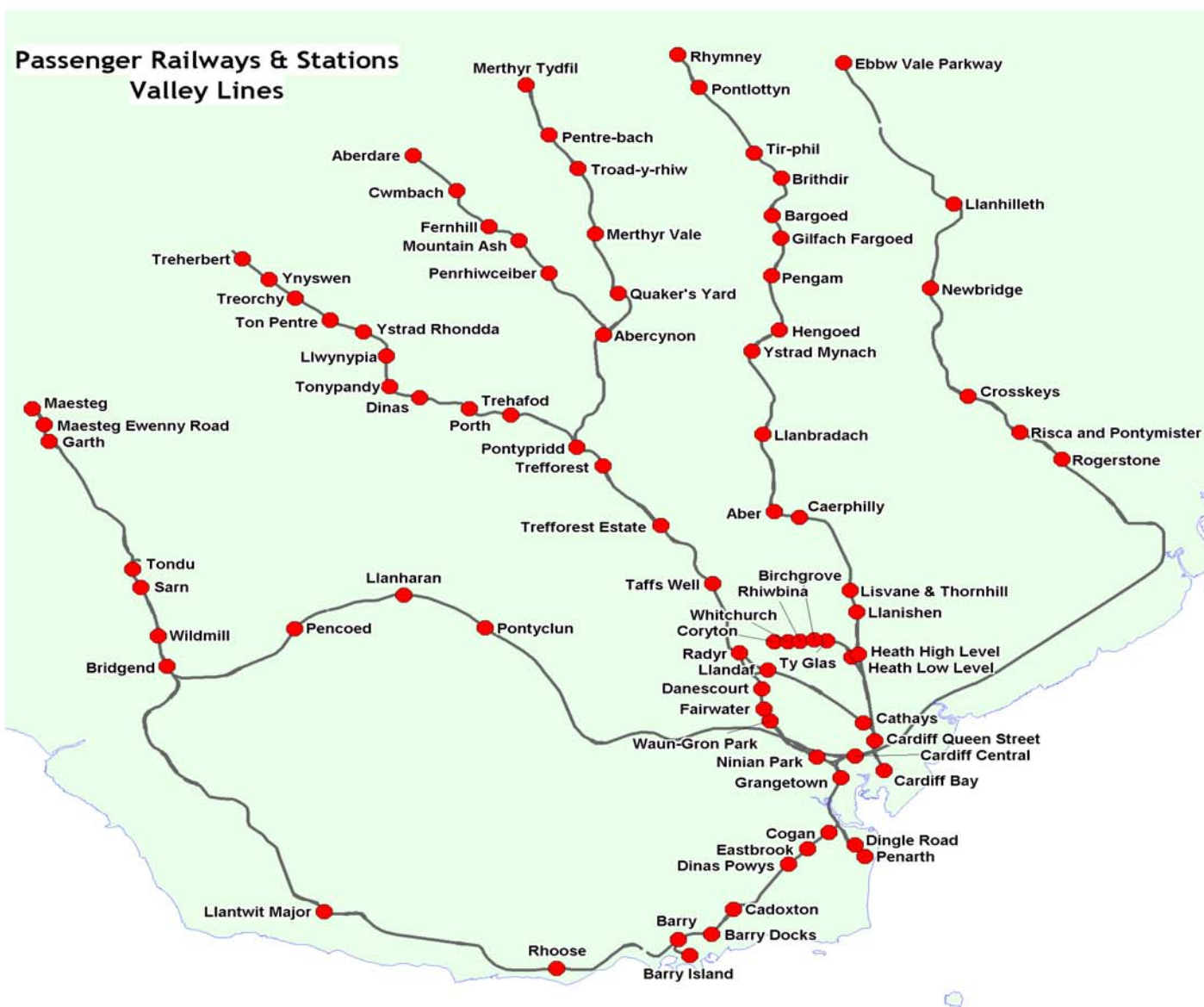
Table 3: Number of rail stations in Wales, comparison with the UK, 2004-05 to 2011-12

	Wales	UK
2004-05	210	2,501
2005-06	211	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

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.



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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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Cardiff Queen Street	2,437,638	2,411,438	-1.1	2,488,932	3.2
Cardiff Bay	685,608	753,148	9.9	793,368	5.3

Source: ORR Estimates of Station Usage

- The number of station entries/exits at Cardiff Bay station continued to rise, with a 5 per cent increase in 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Radyr	458,690	457,348	-0.3	449,058	-1.8
Danescourt	64,528 (r)	61,712 (r)	-4.4 (r)	65,904	6.8
Fairwater	28,990	30,884	6.5	31,100	0.7
Waun-Gron Park	36,432	42,916	17.8	47,490	10.7
Ninian Park	56,732	67,782	19.5	69,938	3.2
Cardiff Central	10,742,546	11,259,968	4.8	11,502,080	2.2
Cardiff Queen Street	2,437,638	2,411,438	-1.1	2,488,932	3.2
Heath Low Level	37,738	36,150	-4.2	37,704	4.3
Ty Glas	83,246 (r)	90,800 (r)	9.1 (r)	110,222	21.4
Birchgrove	22,914	18,728	-18.3	21,428	14.4
Rhiwbina	29,302	27,432	-6.4	28,790	5.0
Whitchurch	6,426	5,170	-19.5	6,850	32.5
Coryton	279,722	284,656	1.8	279,036	-2.0

Source: ORR Estimates of Station Usage

- There was a rise in station entries/exits between 2010-11 and 2011-12 at all stations along the route other than the terminating stations at Radyr and Coryton. The largest increases of some 21 and 33 per cent respectively were at Ty Glas and Whitchurch stations;
- Excluding Cardiff Central and Queen St, there was an average rise in station entries/exits of some 2 per cent on this line between 2010-11 and 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Cardiff Central	10,742,546	11,259,968	4.8	11,502,080	2.2
Grangetown	134,360	143,406	6.7	158,060	10.2
Dingle Road	22,948	24,010	4.6	25,786	7.4
Penarth	584,778	586,048	0.2	589,422	0.6
Cogan	193,892	204,942	5.7	237,324	15.8
Eastbrook	171,768	166,732	-2.9	165,020	-1.0
Dinas Powys	80,696	79,072	-2.0	82,194	3.9
Cadoxton	257,140	249,714	-2.9	254,048	1.7
Barry Docks	131,566 (r)	148,754 (r)	13.1 (r)	176,356	18.6
Barry	505,758	503,634	-0.4	506,304	0.5
Barry Island	561,490 (r)	618,346 (r)	10.1 (r)	617,220	-0.2
Rhoose Cardiff Airport	157,378	154,748	-1.7	179,572	16.0
Llantwit Major	201,230	196,732	-2.2	283,084	43.9
Bridgend	1,534,664	1,604,944	4.6	1,578,288	-1.7

Source: ORR Estimates of Station Usage

- In 2011-12 there has been a strong growth in the number of station entries/exits along the majority of this line. Llantwit Major has seen the largest increase at some 44 per cent compared with 2010-11;
- Excluding Cardiff Central and Bridgend, there was an average rise in station entries/exits of some 6 per cent on this line between 2010-11 and 2011-12.

Merthyr Line

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

Table 7: Merthyr Line station usage, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Cardiff Central	10,742,546	11,259,968	4.8	11,502,080	2.2
Cardiff Queen Street	2,437,638	2,411,438	-1.1	2,488,932	3.2
Cathays	674,706	701,082	3.9	755,434	7.8
Llandaf	409,204	405,378	-0.9	397,580	-1.9
Radyr	458,690	457,348	-0.3	449,058	-1.8
Taffs Well	301,144	309,028	2.6	311,672	0.9
Treforest Estate	122,014	116,052	-4.9	104,444	-10.0
Treforest	746,616	769,646	3.1	911,800	18.5
Pontypridd	815,398	1,034,976	26.9	873,660	-15.6
Abercynon	195,702	214,492	9.6	240,070	11.9
Quakers Yard	62,128	61,682	-0.7	64,746	5.0
Merthyr Vale	42,712	41,428	-3.0	41,676	0.6
Troed-y-rhiw	34,390	32,496	-5.5	31,564	-2.9
Pentre-bach	14,764	16,240	10.0	19,752	21.6
Merthyr Tydfil	381,484	437,230	14.6	452,714	3.5

Source: ORR Estimates of Station Usage

- 2011-12 saw a mix of rises and falls in the number of station entries/exits along the route. The largest growth, of some 22 per cent and 18 per cent respectively, was at Pentrebach and Treforest. The largest falls, of some 16 per cent and 10 per cent respectively, were seen at Pontypridd and Treforest Estate;
- The number of station entries/exits at the line's terminus at Merthyr Tydfil continued to rise with a 4 per cent increase between 2010-11 and 2011-12;
- Excluding Cardiff Central and Queen St, there was an average increase in station entries/exits of 1 per cent on this line between 2010-11 and 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Cardiff Central	10,742,546	11,259,968	4.8	11,502,080	2.2
Cardiff Queen Street	2,437,638	2,411,438	-1.1	2,488,932	3.2
Cathays	674,706	701,082	3.9	755,434	7.8
Llandaf	409,204	405,378	-0.9	397,580	-1.9
Radyr	458,690	457,348	-0.3	449,058	-1.8
Taffs Well	301,144	309,028	2.6	311,672	0.9
Treforest Estate	122,014	116,052	-4.9	104,444	-10.0
Treforest	746,616	769,646	3.1	911,800	18.5
Pontypridd	815,398	1,034,976	26.9	873,660	-15.6
Abercynon	195,702	214,492	9.6	240,070	11.9
Penrhirwceiber	74,056	64,384	-13.1	55,386	-14.0
Mountain Ash	116,022	102,056	-12.0	94,128	-7.8
Fernhill	27,926	22,914	-17.9	19,974	-12.8
Cwmbach	22,692	19,234	-15.2	18,126	-5.8
Aberdare	507,820	524,592	3.3	537,548	2.5

Source: ORR Estimates of Station Usage

- While the number of station entries/exits continued to rise at both Abercynon and Aberdare, the other stations along this branch of the line saw falls in 2010-11 and 2011-12;
- The number of station entries/exits at the line's terminus at Aberdare continued to rise with a 2 per cent increase between 2010-11 and 2011-12;
- Excluding Cardiff Central and Queen St, there was an average increase in station entries/exits of 1 per cent on this line between 2010-11 and 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Cardiff Central	10,742,546	11,259,968	4.8	11,502,080	2.2
Cardiff Queen Street	2,437,638	2,411,438	-1.1	2,488,932	3.2
Cathays	674,706	701,082	3.9	755,434	7.8
Llandaf	409,204	405,378	-0.9	397,580	-1.9
Radyr	458,690	457,348	-0.3	449,058	-1.8
Taffs Well	301,144	309,028	2.6	311,672	0.9
Treforest Estate	122,014	116,052	-4.9	104,444	-10.0
Treforest	746,616	769,646	3.1	911,800	18.5
Pontypridd	815,398	1,034,976	26.9	873,660	-15.6
Trehafod	29,348	31,498	7.3	33,290	5.7
Porth	299,430	297,554	-0.6	298,268	0.2
Dinas Rhondda	61,008	58,390	-4.3	57,374	-1.7
Tonypanyd (a)	94,942	77,796	-18.1	79,604	2.3
Llwynypia (a)	56,808	45,688	-19.6	48,960	7.2
Ystrad Rhondda (a)	89,868	71,720	-20.2	75,306	5.0
Ton Pentre (a)	109,428	39,698	-63.7	40,606	2.3
Treorchy (a)	218,766	64,980	-70.3	67,502	3.9
Ynyswen (a)	12,858	7,754	-39.7	7,524	-3.0
Treherbert	498,236	526,862	5.7	512,582	-2.7

Source: ORR Estimates of Station Usage

(a) School travel for Treorchy school ceased to be included in the rail ticket database from 2010-11. Please see section 3 of the notes for more details.

- The number of station entries/exits increased between 2010-11 and 2011-12 at most of the Rhondda stations, with Llwynypia rising some 7 per cent year on year.
- There was a decrease of some 3 per cent in the number of station entries/exits between 2010-11 and 2011-12 at the line's 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 2010-11 and 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Cardiff Central	10,742,546	11,259,968	4.8	11,502,080	2.2
Cardiff Queen Street	2,437,638	2,411,438	-1.1	2,488,932	3.2
Heath High Level	315,942	320,666	1.5	340,074	6.1
Llanishen	191,470	198,114	3.5	205,680	3.8
Lisvane & Thornhill	161,990	166,334	2.7	163,606	-1.6
Caerphilly	622,016	665,328	7.0	678,406	2.0
Aber	192,788	202,486	5.0	203,456	0.5
Llanbradach	132,392	132,802	0.3	134,974	1.6
Ystrad Mynach	277,144	290,812	4.9	301,352	3.6
Hengoed	113,076	117,492	3.9	128,372	9.3
Pengam	457,734 (r)	450,990 (r)	-1.5 (r)	464,466	3.0
Gilfach Fargoed	3,396 (r)	3,376 (r)	-0.6 (r)	4,182	23.9
Bargoed	144,406	168,108	16.4	170,990	1.7
Brithdir	11,308 (r)	10,380 (r)	-8.2 (r)	10,964	5.6
Tir-Phil	22,400 (r)	21,460 (r)	-4.2 (r)	22,994	7.1
Pontlloftyn	18,434 (r)	16,320 (r)	-11.5 (r)	18,430	12.9
Rhymney	182,020	193,114	6.1	189,910	-1.7

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2010-11 and 2011-12 at all stations along the route other than Lisvane & Thornhill and the terminating station at Rhymney. The largest growth, of some 24 per cent, was at Gilfach Fargoed station;
- There was a decrease of some 2 per cent in the number of station entries/exits between 2010-11 and 2011-12 at the line's terminus at Rhymney;
- Excluding Cardiff Central and Queen St, there was an average increase in station entries/exits of some 3 per cent on this line between 2010-11 and 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Cardiff Central	10,742,546	11,259,968	4.8	11,502,080	2.2
Pontyclun	227,722	231,310	1.6	240,602	4.0
Llanharan	126,486	133,022	5.2	134,640	1.2
Pencoed	201,400	215,196	6.9	230,810	7.3
Bridgend	1,534,664	1,604,944	4.6	1,578,288	-1.7
Wildmill	10,396	12,162	17.0	11,662	-4.1
Sarn	39,984	41,278	3.2	45,532	10.3
Tondu	30,238	36,110	19.4	36,668	1.5
Garth	19,834	17,064	-14.0	17,836	4.5
Maesteg (Ewenny Road)	4,898	3,936	-19.6	4,356	10.7
Maesteg	175,816	189,008	7.5	191,104	1.1

Source: ORR Estimates of Station Usage

- In 2011-12 there were increases in the number of station entries/exits at all stations along the route other than Bridgend and Wildmill compared with 2010-11. The largest growth was seen at Sarn and Maesteg (Ewenny Road) with increases of 10 per cent and 11 per cent respectively;
- The number of station entries/exits at the line's terminus at Maesteg continued to rise in 2011-12;
- Excluding Cardiff Central and Bridgend, there was an average increase in station entries/exits of some 4 per cent on this line between 2010-11 and 2011-12.

Ebbw Valley Line

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

Table 12: Ebbw Valley Line station usage, 2009-10 to 2011-12

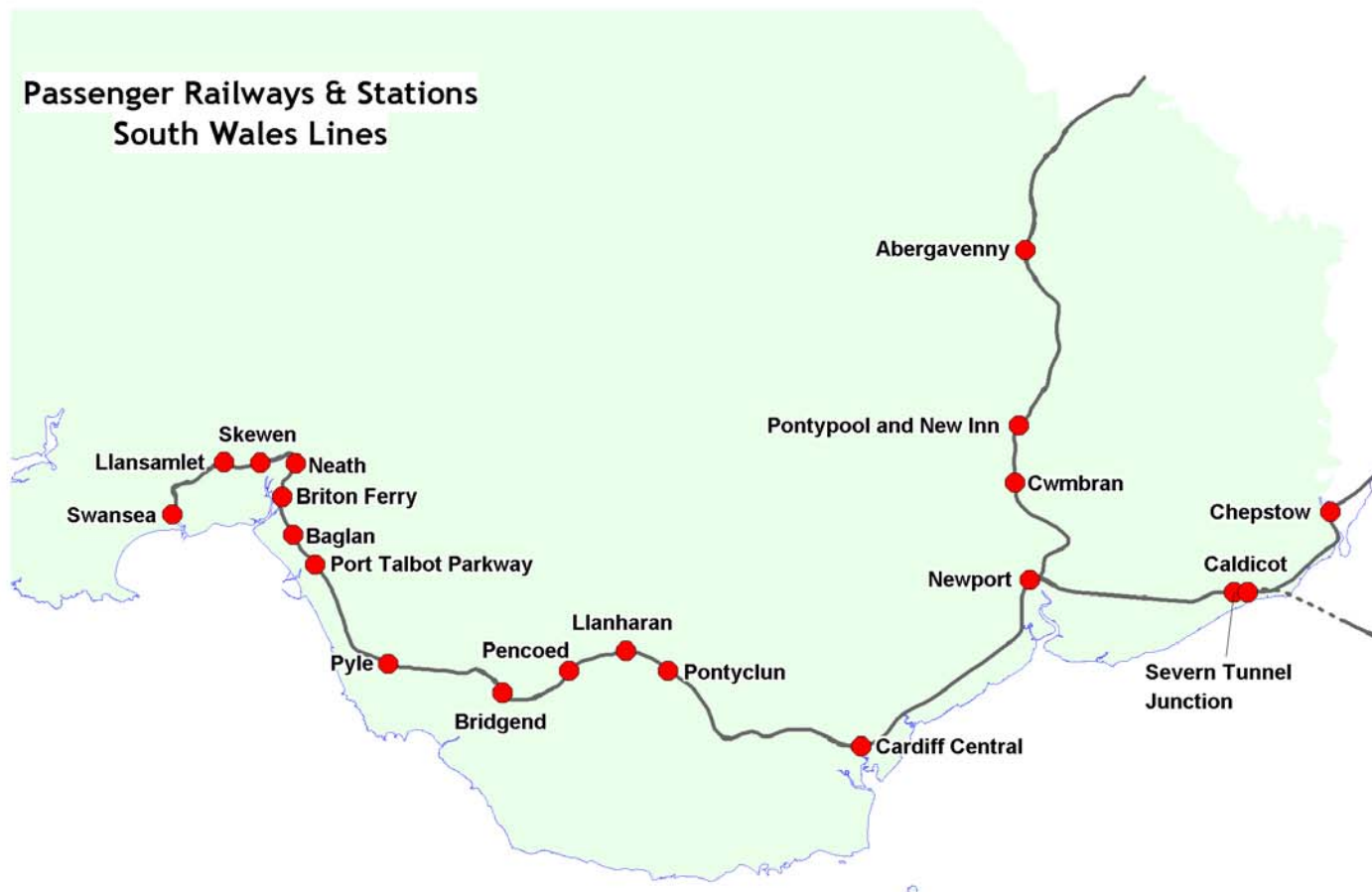
Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Cardiff Central	10,742,546	11,259,968	4.8	11,502,080	2.2
Rogerstone	92,230	101,446	10.0	98,556	-2.8
Risca and Pontymister	99,964	107,330	7.4	103,772	-3.3
Crosskeys	103,734	107,674	3.8	117,360	9.0
Newbridge	120,678	132,092	9.5	130,968	-0.9
Llanhilleth	66,684	75,342	13.0	75,998	0.9
Ebbw Vale Parkway	233,946	246,718	5.5	246,100	-0.3

Source: ORR Estimates of Station Usage

- The number of station entries/exits between 2010-11 and 2011-12 remained fairly stable along the route as a whole, with the exception of Crosskeys which saw a year on year increase of 9 per cent;
- There was a slight decrease, less than 1 per cent, in the number of station entries/exits between 2010-11 and 2011-12 at the line's terminus at Ebbw Vale Parkway;
- Excluding Cardiff Central, the average number of station entries/exits on this line remained stable in 2011-12, compared with an increase of 7 per cent in the previous year.

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.



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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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Newport (Gwent)	2,181,630	2,291,040	5.0	2,273,932	-0.7
Cardiff Central	10,742,546	11,259,968	4.8	11,502,080	2.2
Bridgend	1,534,664	1,604,944	4.6	1,578,288	-1.7
Port Talbot Parkway	450,300	478,844	6.3	478,180	-0.1
Neath	761,654	819,546	7.6	809,610	-1.2
Swansea	2,052,880	2,155,906	5.0	2,148,042	-0.4

Source: ORR Estimates of Station Usage

- Between 2010-11 and 2011-12 there were small decreases in the number of station entries/exits at all stations along the route except at Cardiff Central, which saw a year on year rise of 2 per cent;
- There was an average increase in station entries/exits of some 1 per cent on this line between 2010-11 and 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Newport (Gwent)	2,181,630	2,291,040	5.0	2,273,932	-0.7
Severn Tunnel Junction	153,644	176,518	14.9	188,592	6.8
Caldicot	79,006	83,292	5.4	85,426	2.6
Chepstow	176,980	188,374	6.4	203,496	8.0

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2010-11 and 2011-12 at all stations along the route except at Newport. The largest growth, an increase of 8 per cent, was at Chepstow;
- Excluding Newport, there was an average increase in station entries/exits of some 7 per cent on this route between 2010-11 and 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Newport (Gwent)	2,181,630	2,291,040	5.0	2,273,932	-0.7
Cwmbran	309,252	317,582	2.7	327,706	3.2
Pontypool & New Inn	39,252	40,590	3.4	49,176	21.2
Abergavenny	344,486	357,326	3.7	371,196	3.9

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2010-11 and 2011-12 at all stations along the route except at Newport. The largest growth, an increase of 21 per cent, was at Pontypool & New Inn;
- Excluding Newport, there was an average increase in station entries/exits of some 5 per cent on this route between 2010-11 and 2011-12.

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, 2009-10 to 2011-12

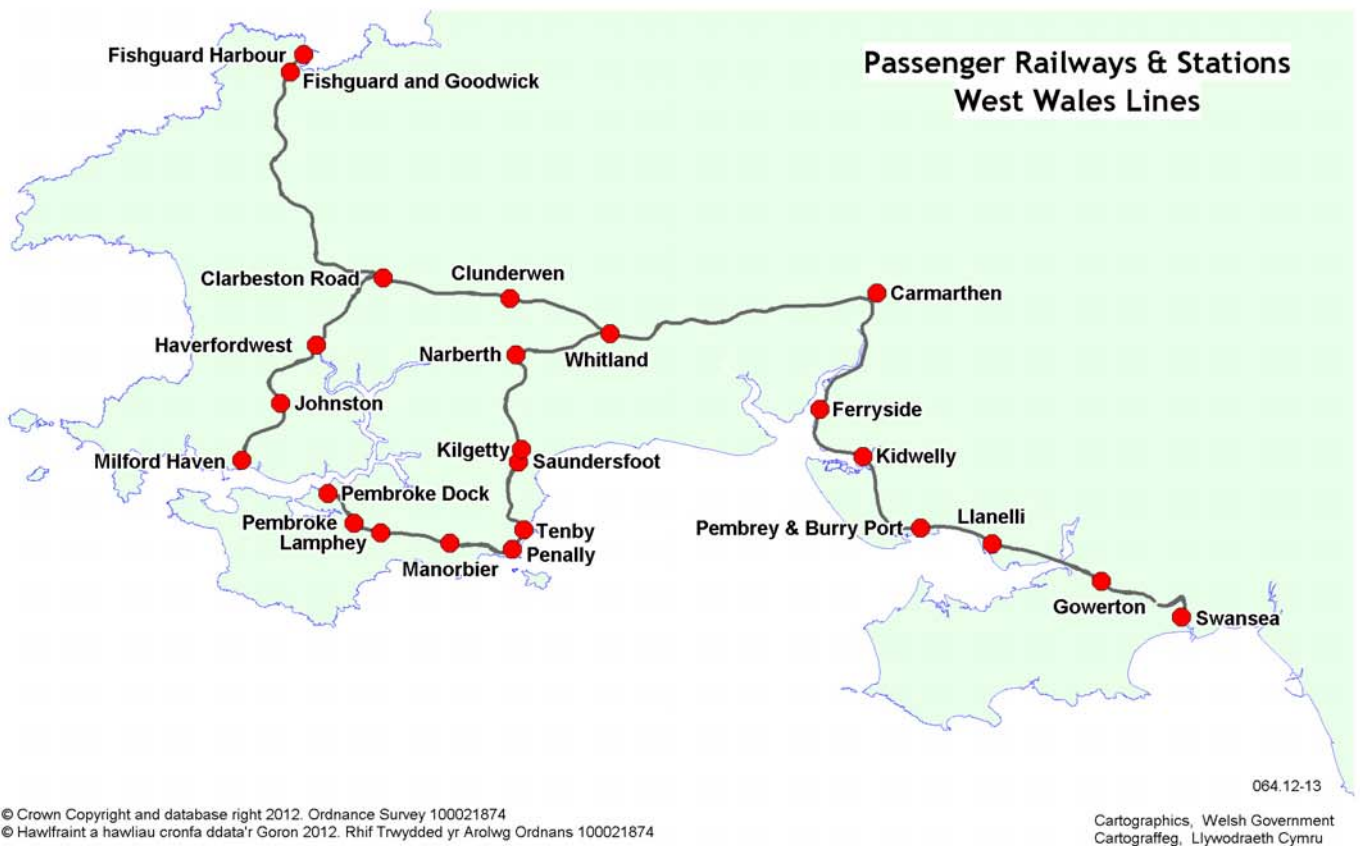
Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Cardiff Central	10,742,546	11,259,968	4.8	11,502,080	2.2
Pontyclun	227,722	231,310	1.6	240,602	4.0
Pencoed	201,400	215,196	6.9	230,810	7.3
Bridgend	1,534,664	1,604,944	4.6	1,578,288	-1.7
Port Talbot Parkway	450,300	478,844	6.3	478,180	-0.1
Baglan	20,972	17,642	-15.9	19,638	11.3
Briton Ferry	28,974	31,748	9.6	32,492	2.3
Neath	761,654	819,546	7.6	809,610	-1.2
Skewen	27,638	34,042	23.2	37,188	9.2
Llansamlet	25,558	32,330	26.5	32,550	0.7
Swansea	2,052,880	2,155,906	5.0	2,148,042	-0.4

Source: ORR Estimates of Station Usage

- 2011-12 saw a mix of rises and falls in the number of station entries/exits along the route. The largest growth, of some 11 per cent, was at Baglan, reversing the fall seen in the previous year. Continued growth was seen at Skewen and Pencoed;
- There was an average increase in station entries/exits of 1 per cent on this line between 2010-11 and 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Swansea	2,052,880	2,155,906	5.0	2,148,042	-0.4
Gowerton	42,674	66,346	55.5	77,854	17.3
Llanelli	364,842	394,130	8.0	403,382	2.3
Pembrey and Burry Port	112,866	119,876	6.2	132,152	10.2
Kidwelly	19,696	21,198	7.6	23,552	11.1
Ferryside	20,370	21,454	5.3	19,850	-7.5
Carmarthen	367,276	398,786	8.6	421,442	5.7
Whitland	51,730	52,262	1.0	53,880	3.1
Narberth	15,974	17,484	9.5	18,552	6.1
Kilgetty	13,368	13,602	1.8	15,732	15.7
Saundersfoot	6,844	6,236	-8.9	7,706	23.6
Tenby	99,262	105,482	6.3	112,346	6.5
Penally	5,680	4,676	-17.7	5,486	17.3
Manorbier	5,818	7,480	28.6	7,758	3.7
Lamphey	4,446	4,342	-2.3	4,490	3.4
Pembroke	26,500	29,532	11.4	31,622	7.1
Pembroke Dock	41,432	45,640	10.2	48,644	6.6

Source: ORR Estimates of Station Usage

- In 2011-12 there were increases in the number of station entries/exits at all but two of the stations along the line compared with 2010-11. The largest growth, of some 24 per cent, was at Saundersfoot with the largest fall being some 8 per cent at Ferryside;
- There was an average increase in station entries/exits of some 2 per cent on this line between 2010-11 and 2011-12.

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 18: Swansea to Milford Haven & Fishguard station usage, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Swansea	2,052,880	2,155,906	5.0	2,148,042	-0.4
Gowerton	42,674	66,346	55.5	77,854	17.3
Llanelli	364,842	394,130	8.0	403,382	2.3
Pembrey and Burry Port	112,866	119,876	6.2	132,152	10.2
Kidwelly	19,696	21,198	7.6	23,552	11.1
Ferryside	20,370	21,454	5.3	19,850	-7.5
Carmarthen	367,276	398,786	8.6	421,442	5.7
Whitland	51,730	52,262	1.0	53,880	3.1
Clunderwen	20,542	22,072	7.4	24,812	12.4
Clarboston Road	5,068	6,832	34.8	8,464	23.9
Haverfordwest	132,926	143,838	8.2	145,810	1.4
Johnston	6,446	6,762	4.9	6,486	-4.1
Milford Haven	54,268	56,546	4.2	62,236	10.1
Fishguard Harbour	23,746	30,832	29.8	38,852	26.0

Source: ORR Estimates of Station Usage

- In 2011-12 there were increases in the number of station entries/exits at all but three of the stations along the line compared with 2010-11. The largest rises were seen at Gowerton, Clarboston Road and Fishguard Harbour with 17 per cent, 24 per cent and 26 per cent respectively, continuing the strong growth seen in the previous year;
- There was an average increase in station entries/exits of some 2 per cent on this line between 2010-11 and 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Swansea	2,052,880	2,155,906	5.0	2,148,042	-0.4
Llanelli	364,842	394,130	8.0	403,382	2.3
Bynea	1,664	1,376	-17.3	1,430	3.9
Llangennech	1,596	1,834	14.9	2,004	9.3
Pontarddulais	4,414	5,052	14.5	4,272	-15.4
Pantyyffynnon	3,872	4,270	10.3	3,888	-8.9
Ammanford	17,524	19,256	9.9	18,892	-1.9
Llandybie	6,230	7,120	14.3	7,698	8.1
Ffairfach	2,616	2,302	-12.0	2,494	8.3
Llandeilo	13,656	14,518	6.3	15,342	5.7
Llangadog	5,464	5,436	-0.5	5,512	1.4
Llanwrda	2,358	2,268	-3.8	2,082	-8.2
Llandovery	18,756	20,050	6.9	20,100	0.2
Cynghordy	1,396	1,628	16.6	1,166	-28.4
Sugar Loaf	106	84	-20.8	120	42.9
Llanwrtyd	9,002	9,316	3.5	8,810	-5.4
Llangammarch	2,324	3,146	35.4	2,998	-4.7
Garth	1,064	1,032	-3.0	1,280	24.0
Cilmeri	1,690	1,690	0.0	1,830	8.3
Builth Road	9,730	9,124	-6.2	9,028	-1.1
Llandrindod	47,366	47,732	0.8	47,206	-1.1
Pen-y-Bont	1,542	1,490	-3.4	1,654	11.0
Dolau	2,064	2,430	17.7	1,658	-31.8
Llanbister Road	1,668	1,172	-29.7	1,554	32.6
Llangynllo	966	1,032	6.8	1,048	1.6
Knucklas	3,644	3,998	9.7	4,998	25.0

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2010-11 and 2011-12 at many of the stations along the line. The largest growth, of some 43 per cent, was at Sugar Loaf with the largest fall of some 32 per cent at Dolau;
- The average number of station entries/exits on this line remained stable between 2010-11 and 2011-12.

Cambrian Main Line

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

Table 20: Cambrian Main Line station usage, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Welshpool	101,404	105,590	4.1	114,310	8.3
Newtown	114,310	119,194	4.3	126,158	5.8
Caersws	36,090	42,272	17.1	44,890	6.2
Machynlleth	119,094	121,390	1.9	132,206	8.9
Dovey Junction	1,768	1,482	-16.2	1,296	-12.6
Borth	60,892	60,088	-1.3	56,806	-5.5
Aberystwyth	299,770	310,870	3.7	326,274	5.0

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2010-11 and 2011-12 at many of the stations along the line, however numbers at Dovey Junction and Borth stations continued to fall;
- There was an average increase in station entries/exits of some 5 per cent on this line between 2010-11 and 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Machynlleth	119,094	121,390	1.9	132,206	8.9
Dovey Junction	1,768	1,482	-16.2	1,296	-12.6
Aberdovey	27,996	32,190	15.0	36,696	14.0
Tywyn	103,222	109,506	6.1	116,358	6.3
Tonfanau	3,016	2,726	-9.6	2,150	-21.1
Llwyngwriil	32,096	37,426	16.6	39,738	6.2
Fairbourne	41,578	45,830	10.2	47,198	3.0
Morfa Mawddach	8,558	9,936	16.1	9,618	-3.2
Barmouth	156,570	167,268	6.8	173,756	3.9
Llanaber	4,818	3,140	-34.8	2,496	-20.5
Talybont	17,742	21,406	20.7	19,976	-6.7
Dyffryn Ardudwy	20,888	20,274	-2.9	20,782	2.5
Llanbedr	11,348	12,252	8.0	11,456	-6.5
Pensarn	2,730	2,084	-23.7	2,016	-3.3
Llandanwg	5,304	4,756	-10.3	5,632	18.4
Harlech	129,250	127,372	-1.5	127,266	-0.1
Tygwyn	2,072	2,048	-1.2	1,422	-30.6
Talsarnau	9,216	9,742	5.7	12,064	23.8
Llandecwyn	1,812	1,906	5.2	1,418	-25.6
Penrhyndeudraeth	77,982	66,000	-15.4	60,914	-7.7
Minffordd	14,168	14,452	2.0	12,120	-16.1
Porthmadog	73,976	75,690	2.3	80,912	6.9
Criccieth	22,460	22,208	-1.1	24,580	10.7
Penychain	2,446	2,394	-2.1	3,058	27.7
Abererch	1,326	1,620	22.2	1,786	10.2
Pwllheli	71,756	68,198	-5.0	62,592	-8.2

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2010-11 and 2011-12 at many of the stations along the line. The largest growth, of some 28 per cent, was at Penychain with the largest fall of some 31 per cent at Tygwyn;
- There was an average increase in station entries/exits of some 3 per cent on this line between 2010-11 and 2011-12.

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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Cartograffeg, Llywodraeth Cymru

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Shotton	201,788	218,370	8.2	246,266	12.8
Flint	234,220	259,546	10.8	279,246	7.6
Prestatyn	333,652	335,994	0.7	362,196	7.8
Rhyl	583,420	609,178	4.4	633,238	3.9
Abergele & Pensarn	71,110	76,650	7.8	84,488	10.2
Colwyn Bay	275,232	299,222	8.7	308,998	3.3
Llandudno Junction	313,218	333,848	6.6	356,346	6.7
Conwy	27,168	32,156	18.4	38,136	18.6
Penmaenmawr	11,870	13,130	10.6	12,770	-2.7
Llanfairfechan	11,052	12,664	14.6	13,532	6.9
Bangor	591,978	633,664	7.0	675,748	6.6
Llanfair PG	13,524	15,498	14.6	17,826	15.0
Bodorgan	5,354	7,314	36.6	8,408	15.0
Ty Croes	3,732	4,612	23.6	3,716	-19.4
Rhosneigr	13,478	15,292	13.5	15,778	3.2
Valley	15,156	16,768	10.6	17,676	5.4
Holyhead	185,506	241,210	30.0	242,044	0.3

Source: ORR Estimates of Station Usage

- In 2011-12 there were increases in the number of station entries/exits at all but two of the stations along the line compared with 2010-11. The largest growth, of some 19 per cent, was at Conwy with the largest fall being some 19 per cent at Ty Croes;
- There was growth of some 30 per cent into 2010-11 at Holyhead and the ORR speculated 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. The number of station entries/exits held at this level into 2011-12;
- There was an average increase in station entries/exits of some 6 per cent on this line between 2010-11 and 2011-12.

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, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Llandudno	286,616	308,952	7.8	329,564	6.7
Deganwy	10,472	13,560	29.5	13,810	1.8
Llandudno Junction	313,218	333,848	6.6	356,346	6.7
Glan Conwy	2,404	2,416	0.5	3,798	57.2
Tal-y-Cafn	1,078	988	-8.3	1,356	37.2
Dolgarrog	382	472	23.6	612	29.7
North Llanrwst	1,086	1,236	13.8	1,272	2.9
Llanrwst	13,420	14,276	6.4	16,788	17.6
Betws-y-Coed	29,516	32,390	9.7	38,356	18.4
Pont-y-Pant	1,576	1,472	-6.6	1,426	-3.1
Roman Bridge	610	636	4.3	780	22.6
Blaenau Ffestiniog	38,330	42,726	11.5	47,802	11.9

Source: ORR Estimates of Station Usage

- The number of station entries/exits increased between 2010-11 and 2011-12 at all of the stations along the line except one. The largest growth, of some 57 per cent was at Glan Conwy with Pont-y-Pant seeing the only fall of some 3 per cent;
- There was an average increase in station entries/exits of some 8 per cent on this line between 2010-11 and 2011-12.

Borderlands Line

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

Table 24: Borderlands Line station usage, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Wrexham Central	23,338	31,952	36.9	33,104	3.6
Wrexham General	584,176	613,618	5.0	622,148	1.4
Gwersyllt	32,036	34,026	6.2	35,524	4.4
Cefn-y-Bedd	8,492	9,284	9.3	8,896	-4.2
Caergwre	23,778	22,186	-6.7	21,888	-1.3
Hope	22,648	24,186	6.8	25,526	5.5
Penyffordd	18,700	21,082	12.7	21,856	3.7
Buckley	48,364	51,472	6.4	52,404	1.8
Hawarden	38,066	37,896	-0.4	39,138	3.3
Shotton	201,788	218,370	8.2	246,266	12.8
Hawarden Bridge	6,632	4,540	-31.5	4,472	-1.5

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2010-11 and 2011-12 at almost all of the stations along the line. The largest growth, of some 13 per cent was at Shotton with the largest fall of some 4 per cent at Cefn-y-Bedd;
- There was an average increase in station entries/exits of some 4 per cent on this line between 2010-11 and 2011-12.

Wrexham to Chirk

This route is part of the Shrewsbury to Chester line.

Table 25: Wrexham to Chirk station usage, 2009-10 to 2011-12

Station	2009-10 Entries & Exits	2010-11 Entries & Exits	Year on year change (%)	2011-12 Entries & Exits	Year on year change (%)
Wrexham General	584,176	613,618	5.0	622,148	1.4
Ruabon	71,346	77,014	7.9	82,110	6.6
Chirk	56,310	60,356	7.2	66,002	9.4

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2010-11 and 2011-12 at all of the stations along the route. The largest growth, of some 9 per cent was at Chirk;
- There was an average increase in station entries/exits of some 3 per cent on this route between 2010-11 and 2011-12.

Key Quality Information

1 Data Source

The Office of Rail Regulation (ORR) 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).

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:

(r) data revised from data published 6th August 2012.

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 are 2 such cases which directly affect the data in this bulletin:

- On the Rhondda Line, there are apparent large decreases in station entries/exits at stations between Tonypany 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.
- 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.