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## Rail Station Usage in Wales during 2015-16

### Key results

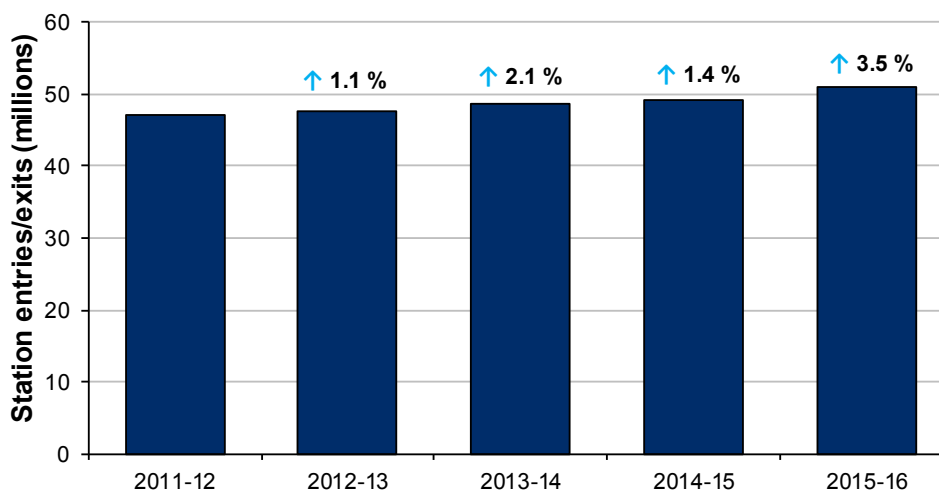
- The total number of station entries/exits in Welsh stations has risen every year since 2005-06.
- Cardiff Central remains the busiest station in Wales with a quarter of all station entries/exits ([table 1](#)).
- Rail station usage in Wales accounts for around 1.7 per cent of the UK total ([chart 2](#)).
- In 2015-16 there were 222 rail stations in Wales ([table 3](#));
- There was a 3.5 per cent increase 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](#)).
- Most South Wales and Mid Wales lines saw increases in usage this year, but there were falls amongst the West Wales and North Wales lines.



### About this bulletin

This bulletin reports on the usage of rail stations in Wales. Information covers each station in Wales for the 2015-16 financial years for Wales and the UK as a whole back to 2011-12. 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.

**Chart 1: Station entries/exits in Wales, 2011-12 to 2015-16**



Source: Welsh Government (WG) analysis of ORR estimates of station usage

**Notes:**

percentage change is compared to previous year

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## Busiest stations in Wales

In 2015-16 the total number of entries/exits at Welsh Stations increased by 3.5 per cent on the previous year. Furthermore, one quarter of all station entries/exits in Wales occurred in Cardiff Central station.



**Table 1: 20 busiest stations in Wales by station entries/exits, 2014-15 to 2015-16**

<i>number and percentage</i>			
<b>Rail Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Cardiff Central	11,939,360	12,744,582	↑ 6.7
Cardiff Queen Street	2,523,314	2,643,568	↑ 4.8
Newport (Gwent)	2,388,504	2,560,868	↑ 7.2
Swansea	2,165,704	2,158,992	↓ 0.3
Bridgend	1,518,220	1,540,674	↑ 1.5
Cardiff Bay	1,143,746	1,190,780	↑ 4.1
Pontypridd	799,790	777,508	↓ 2.8
Trefforest	809,660	800,548	↓ 1.1
Neath	834,680	837,116	↑ 0.3
Cathays	860,502	903,646	↑ 5.0
Caerphilly	709,020	743,856	↑ 4.9
Bangor (Gwynedd)	670,770	673,626	↑ 0.4
Barry Island	608,204	653,778	↑ 7.5
Penarth	596,526	612,810	↑ 2.7
Rhyl	544,356	537,304	↓ 1.3
Wrexham General	551,966	537,962	↓ 2.5
Barry	531,130	543,764	↑ 2.4
Aberdare	551,928	566,904	↑ 2.7
Merthyr Tydfil	562,856	580,554	↑ 3.1
Treherbert	521,860	510,248	↓ 2.2
Other Welsh stations	18,462,848	18,899,606	↑ 2.4
<b>All Welsh stations</b>	<b>49,294,944</b>	<b>51,018,694</b>	<b>↑ 3.5</b>

Source: WG analysis of ORR estimates of station usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

Of the 20 busiest rail stations in 2015-16:

- Cardiff Central was the busiest station and almost 5 times busier than the next closest station which was Cardiff Queen Street.
- 14 had percentage increase which ranged from 0.3 to 7.5 per cent.
- 6 had percentage decreases of between 0.3 and 2.8 per cent.
- Barry Island had the largest percentage increase at 7.5 per cent.
- Swansea had the smallest percentage decrease at 0.3 per cent.
- Pontypridd had the largest percentage decrease at 2.8 per cent.

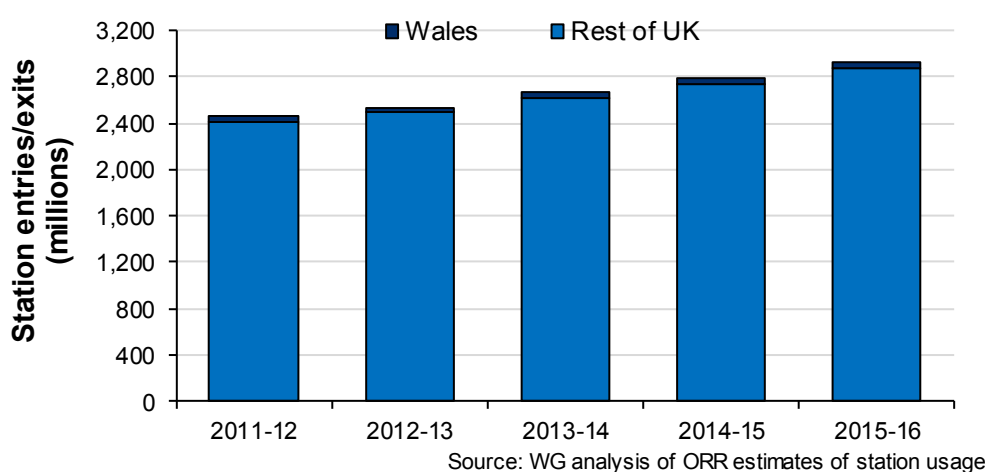
## Comparisons with the UK

Rail station usage in Wales accounted for 1.7 per cent of the UK total in 2015-16. [Chart 2](#) and [table 2](#) show the steady growth in rail travel over the last 6 years with entries/exits in the UK up by 19.2 per cent. During this period the largest growth of 5.1 per cent was recorded in 2015-16 in the UK when compared to the previous year.

When comparing station entries/exits with the rest of the UK:

- between 2011-12 and 2015-16 Wales represented between 1.7 and 2.0 per cent of all station entries/exits in the rest of the UK.
- usage of Welsh stations fell slightly as a percentage of all UK rail station usage in 2015-16.

**Chart 2: Station entries/exits in Wales, comparison with the UK, 2010-11 to 2015-16**



**Notes:**

(1) Rest of the UK = total number minus Wales numbers

When comparing station entries/exits with the UK:

- between 2011-12 and 2015-16 Wales represented between 1.7 and 2.0 per cent of all station entries/exits in the UK.
- since 2011-12, year on year increases in the percentage changes have been reported for both Wales and the UK of between 1.1 and 6.1 per cent.
- since 2011-12, usage in Wales has increased at a slower rate than across the UK.

**Table 2: Station entries/exits in Wales, comparison with the UK, 2010-11 to 2015-16**

Year	Wales		UK	
	Number	Percentage change (a)	Number	Percentage change (a)
2011-12	47.1	..	2,456	..
2012-13	47.6	↑ 1.1	2,538	↑ 3.3
2013-14	48.6	↑ 2.1	2,665	↑ 5.0
2014-15	49.3	↑ 1.4	2,785	↑ 4.5
2015-16	51.0	↑ 3.5	2,928	↑ 5.1

Source: WG analysis of ORR estimates of station usage

**Notes:**

(a) Percentage change is compared to previous year

The number of rail stations in Wales has remained fairly constant over recent years, whereas the numbers of rail stations has continued to grow in the UK.

- In 2015-16, 1 additional rail station was opened in Wales (Ebbw Vale Town). Across the rest of the UK there were 15 more rail stations when compared to 2014-15.
- Since 2011-12, 4 additional stations have opened in Wales compared to 26 in the rest of the UK.

**Table 3: Number of rail stations in Wales, comparison with the UK, 2011-12 to 2015-16**

<i>number and percentage</i>				
<b>Year</b>	<b>Wales</b>	<b>Percentage change (a)</b>	<b>UK</b>	<b>Percentage change (a)</b>
2011-12	218	..	2,533	..
2012-13	219	↑ 0.5	2,535	↑ 0.1
2013-14	220	↑ 0.5	2,537	↑ 0.1
2014-15	221	↑ 0.5	2,542	↑ 0.2
2015-16	222	↑ 0.5	2,557	↑ 0.6

Source: WG analysis of ORR estimates of station usage

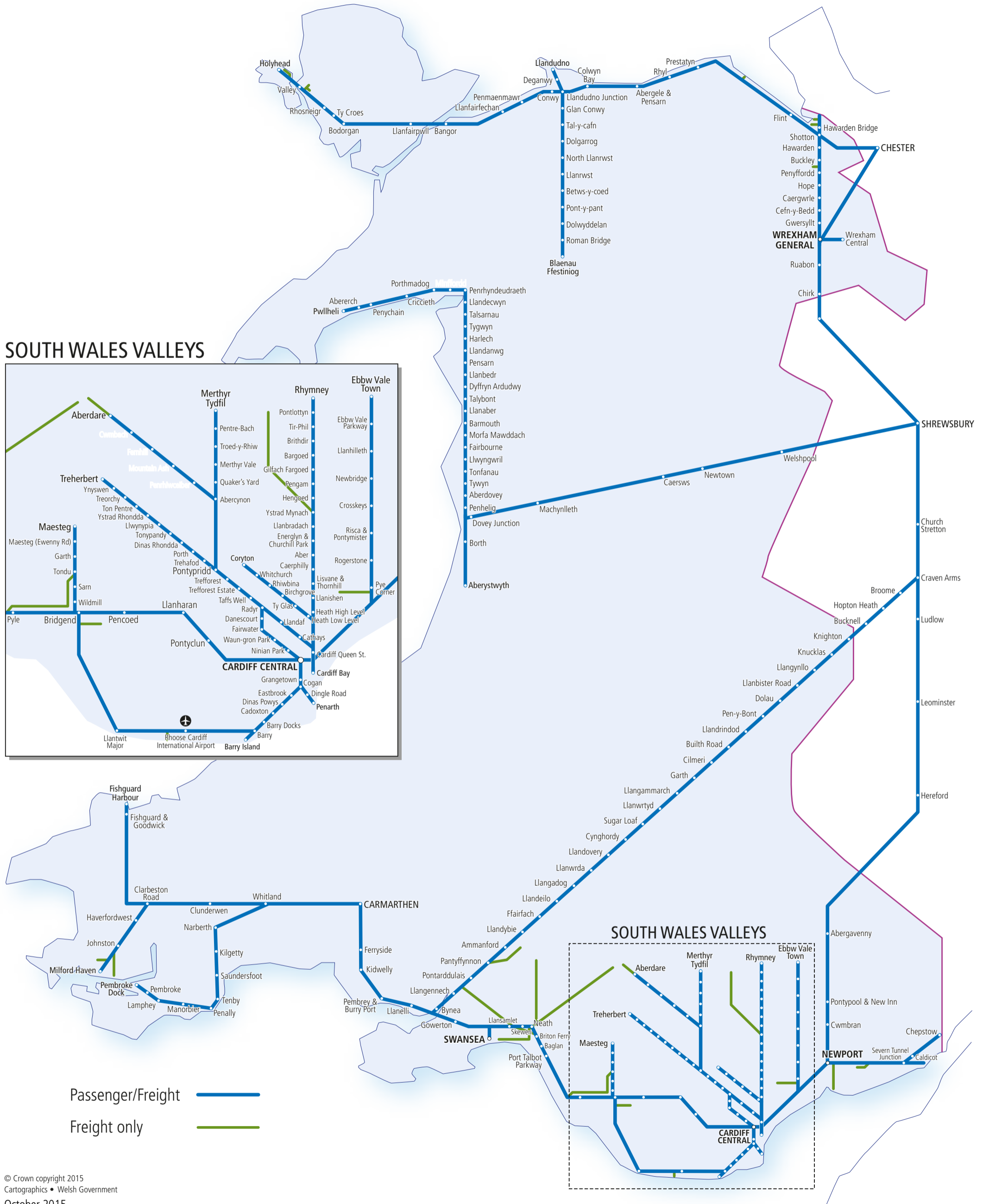
**Notes:**

(a) percentage change = change in 2015-16 when compared to previous year

Figure 1: Rail station in Wales 2015-16

# WALES

# Rail Network



## 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.

**Figure 2: South Wales Valleys rail stations 2015-16**



## 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. In 2015-16 the number of station entries/exits at Cardiff Bay station continued to increase, with a 4.1 per cent rise.

**Table 4: Butetown line station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
Station	2014-15 Entries & Exits	2015-16 Entries & Exits	Percentage Change (a)
Cardiff Queen Street	2,523,314	2,643,568	↑ 4.8
Cardiff Bay	1,143,746	1,190,780	↑ 4.1

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

## City line

The City Line runs from Radyr to Coryton linking a number of suburban stations with Cardiff Central and Cardiff Queen Street. In 2015-16:

- there was a rise in station entries/exits at all stations along the line apart from Coryton.
- Whitchurch had the largest increase in entries/exits at 25.5 per cent and Radyr had the lowest increase at 0.8 per cent when compared to 2014-15.
- Coryton was the only station on this line to have a decrease in the number of entries/exits (1.8 per cent) when compared to 2014-15.

**Table 5: City line station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
Station	2014-15 Entries & Exits	2015-16 Entries & Exits	Percentage change (a)
Radyr	475,106	478,946	↑ 0.8
Danescourt	95,334	104,278	↑ 9.4
Fairwater	67,250	70,910	↑ 5.4
Waun-Gron Park	71,056	78,000	↑ 9.8
Ninian Park	100,264	105,784	↑ 5.5
Cardiff Central	11,939,360	12,744,582	↑ 6.7
Cardiff Queen Street	2,523,314	2,643,568	↑ 4.8
Heath Low Level	57,532	58,066	↑ 0.9
Ty Glas	146,626	180,420	↑ 23.0
Birchgrove	45,586	51,688	↑ 13.4
Rhiwbina	69,206	78,374	↑ 13.2
Whitchurch	16,202	20,340	↑ 25.5
Coryton	254,922	250,250	↓ 1.8
<b>Total (b)</b>	<b>1,399,084</b>	<b>1,477,056</b>	<b>↑ 5.6</b>
<b>All Stations Total</b>	<b>15,861,758</b>	<b>16,865,206</b>	<b>↑ 6.3</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(b) total without Cardiff Central & Cardiff Queen Street

## Vale of Glamorgan line

The Vale of Glamorgan line links Cardiff Central to both Penarth and ultimately Bridgend via Barry and Rhoose. In 2015-16:

- there was a rise in station entries/exits at all stations along the line apart from Dinas Powys which declined by 1.4 per cent.
- Dingle Road had the largest increase in entries/exits at 13.4 per cent and Llantwit Major had the lowest increase at 1.0 per cent.
- excluding Cardiff Central and Bridgend, there was an average increase in station entries/exits of 4.9 per cent on this line compared with 2014-15.

**Table 6: Vale of Glamorgan line station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Cardiff Central	11,939,360	12,744,582	↑ 6.7
Grangetown	182,814	196,284	↑ 7.4
Dingle Road	80,672	91,448	↑ 13.4
Penarth	596,526	612,810	↑ 2.7
Cogan	289,336	316,528	↑ 9.4
Eastbrook	170,534	176,506	↑ 3.5
Dinas Powys	104,534	103,106	↓ 1.4
Cadoxton	268,544	282,134	↑ 5.1
Barry Docks	205,226	215,932	↑ 5.2
Barry	531,130	543,764	↑ 2.4
Barry Island	608,204	653,778	↑ 7.5
Rhoose (Cardiff Int Airt)	168,132	182,750	↑ 8.7
Llantwit Major	301,480	304,630	↑ 1.0
Bridgend	1,518,220	1,540,674	↑ 1.5
<b>Total (b)</b>	<b>3,507,132</b>	<b>3,679,670</b>	<b>↑ 4.9</b>
<b>All Stations Total</b>	<b>16,964,712</b>	<b>17,964,926</b>	<b>↑ 5.9</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(b) total without Cardiff Central and Bridgend



## Merthyr line

The Merthyr line links Cardiff Central station with Merthyr Tydfil via Pontypridd and Abercynon. In 2015-16:

- there was a rise in the number of station entries/exits for the majority of stations along the route. The largest growth, of 6.7 per cent was at Cardiff Central,
- the number of station entries/exits at the line's terminus at Merthyr Tydfil grew slightly at 3.1 per cent;
- excluding Cardiff Central and Queen St, there was an average annual increase in station entries/exits of 1.2 per cent on this line compared to 2015-16.

**Table 7: Merthyr line station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Cardiff Central	11,939,360	12,744,582	↑ 6.7
Cardiff Queen Street	2,523,314	2,643,568	↑ 4.8
Cathays	860,502	903,646	↑ 5.0
Llandaf	448,052	466,672	↑ 4.2
Radyr	475,106	478,946	↑ 0.8
Taffs Well	337,912	344,718	↑ 2.0
Trefforest Estate	119,656	113,720	↓ 5.0
Trefforest	809,660	800,548	↓ 1.1
Pontypridd	799,790	777,508	↓ 2.8
Abercynon	265,458	275,404	↑ 3.7
Quaker's Yard	82,728	84,404	↑ 2.0
Merthyr Vale	62,830	63,304	↑ 0.8
Troed-y-Rhiw	48,388	48,940	↑ 1.1
Pentre-Bach	33,496	27,176	↓ 18.9
Merthyr Tydfil	562,856	580,554	↑ 3.1
<b>Total (b)</b>	<b>4,906,434</b>	<b>4,965,540</b>	<b>↑ 1.2</b>
<b>All Stations Total</b>	<b>19,369,108</b>	<b>20,353,690</b>	<b>↑ 5.1</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(b) total without Cardiff Central and Cardiff Queen Street

## Aberdare line

The Aberdare line largely follows the same route alignment as the Merthyr Line, branching off to Aberdare to the north of Abercynon. In 2015-16:

- while the number of station entries/exits generally saw an increase in 2015-16 along this branch, 4 stations on this line saw reductions in entries/exits;
- the number of station entries/exits at the line's terminus at Aberdare increased by 2.7 per cent.
- excluding Cardiff Central and Queen St, there was an average annual increase in station entries/exits of 1.3 per cent.

**Table 8: Aberdare line station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Cardiff Central	11,939,360	12,744,582	↑ 6.7
Cardiff Queen Street	2,523,314	2,643,568	↑ 4.8
Cathays	860,502	903,646	↑ 5.0
Llandaf	448,052	466,672	↑ 4.2
Radyr	475,106	478,946	↑ 0.8
Taffs Well	337,912	344,718	↑ 2.0
Trefforest Estate	119,656	113,720	↓ 5.0
Trefforest	809,660	800,548	↓ 1.1
Pontypridd	799,790	777,508	↓ 2.8
Abercynon	265,458	275,404	↑ 3.7
Penrhiwceiber	49,690	48,784	↓ 1.8
Mountain Ash	96,728	98,920	↑ 2.3
Fernhill	25,186	26,256	↑ 4.2
Cwmbach	22,988	24,606	↑ 7.0
Aberdare	551,928	566,904	↑ 2.7
<b>Total (b)</b>	<b>4,862,656</b>	<b>4,926,632</b>	<b>↑ 1.3</b>
<b>All Stations total</b>	<b>19,325,330</b>	<b>20,314,782</b>	<b>↑ 5.1</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(b) total without Cardiff Central and Cardiff Queen Street

## 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. In 2015-16:

- the number of station entries/exits decreased between 0.01 and 15.5 per cent at 12 of the Rhondda Line stations, and increased by 0.8 to 8.2 per cent at 7 of the Rhondda Line stations.
- there was an annual decrease of 2.2 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 2014-15.

**Table 9: Rhondda line station usage, 2014-15 to 2015-16**

				<i>Number and percent</i>
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>	
Cardiff Central	11,939,360	12,744,582	↑ 6.7	
Cardiff Queen Street	2,523,314	2,643,568	↑ 4.8	
Cathays	860,502	903,646	↑ 5.0	
Llandaf	448,052	466,672	↑ 4.2	
Radyr	475,106	478,946	↑ 0.8	
Taffs Well	337,912	344,718	↑ 2.0	
Trefforest Estate	119,656	113,720	↓ 5.0	
Trefforest	809,660	800,548	↓ 1.1	
Pontypridd	799,790	777,508	↓ 2.8	
Trehafod	31,704	34,318	↑ 8.2	
Porth	313,730	313,692	↓ 0.01	
Dinas Rhondda	59,680	50,456	↓ 15.5	
Tonypandy	82,396	82,036	↓ 0.4	
Llwynypia	55,540	54,048	↓ 2.7	
Ystrad Rhondda	50,992	44,600	↓ 12.5	
Ton Pentre	47,102	43,858	↓ 6.9	
Treorchy	77,848	70,864	↓ 9.0	
Ynyswen	10,064	9,376	↓ 6.8	
Treherbert	521,860	510,248	↓ 2.2	
<b>Total (b)</b>	<b>5,101,594</b>	<b>5,099,254</b>	<b>↓ 0.04</b>	
<b>All Stations Total</b>	<b>19,564,268</b>	<b>20,487,404</b>	<b>↑ 4.7</b>	

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(b) total without Cardiff Central and Cardiff Queen Street

## Rhymney line

The Rhymney line links Cardiff Central with Rhymney via a number of stations in the Caerphilly local authority area. In 2015-16:

- the number of station entries/exits increased between 0.6 and 12.9 per cent in 12 of the Rhymney Line stations, and decreased by between 0.1 and 30.7 per cent in the other 6 of the Rhymney line stations.
- there was a decrease of 10.3 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 was 2.1 per cent on this line compared with 2014-15.

**Table 10: Rhymney line station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Cardiff Central	11,939,360	12,744,582	↑ 6.7
Cardiff Queen Street	2,523,314	2,643,568	↑ 4.8
Heath High Level	375,014	413,086	↑ 10.2
Llanishen	237,626	250,508	↑ 5.4
Lisvane and Thornhill	187,708	211,870	↑ 12.9
Caerphilly	709,020	743,856	↑ 4.9
Aber	212,546	214,996	↑ 1.2
Energlyn & Churchill Park	69,390	74,206	↑ 6.9
Llanbradach	123,920	85,884	↓ 30.7
Ystrad Mynach	317,660	340,672	↑ 7.2
Hengoed	129,600	129,134	↓ 0.4
Pengam	469,052	471,778	↑ 0.6
Gilfach Fargoed	3,606	3,882	↑ 7.7
Bargoed	222,294	210,480	↓ 5.3
Brithdir	15,586	14,928	↓ 4.2
Tir-Phil	26,234	26,534	↑ 1.1
Pontlottyn	21,874	21,860	↓ 0.1
Rhymney	211,178	189,382	↓ 10.3
<b>Total (b)</b>	<b>3,332,308</b>	<b>3,403,056</b>	<b>↑ 2.1</b>
<b>All Stations Total</b>	<b>17,794,982</b>	<b>18,791,206</b>	<b>↑ 5.6</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(b) total without Cardiff Central and Cardiff Queen Street

## 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. In 2015-16:

- there were increases of between 1.9 and 60.8 per cent in 7 and a reduction of between 0.9 and 13.6 per cent in 4 of the number of station entries/exits for the stations along the route.
- the number of station entries/exits at the line's terminus at Maesteg decreased by 1.9 per cent.
- excluding Cardiff Central and Bridgend, there was an average annual increase in station entries/exits of 0.6 per cent on this line compared with 2014-15.

**Table 11: Maesteg line station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Cardiff Central	11,939,360	12,744,582	↑ 6.7
Pontyclun	295,778	301,474	↑ 1.9
Llanharan	164,948	169,428	↑ 2.7
Pencoed	239,112	236,902	↓ 0.9
Bridgend	1,518,220	1,540,674	↑ 1.5
Wildmill	19,708	22,446	↑ 13.9
Sarn	61,516	62,970	↑ 2.4
Tondu	43,400	41,222	↓ 5.0
Garth (Mid-Glamorgan)	14,810	12,796	↓ 13.6
Maesteg (Ewenny Road)	2,752	4,426	↑ 60.8
Maesteg	188,460	184,906	↓ 1.9
<b>Total (b)</b>	<b>1,030,484</b>	<b>1,036,570</b>	<b>↑ 0.6</b>
<b>All Stations Total</b>	<b>14,488,064</b>	<b>15,321,826</b>	<b>↑ 5.8</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(b) total without Cardiff Central and Bridgend

## Ebbw Valley line

The Ebbw Valley line links Cardiff Central to Ebbw Vale Parkway. In 2015-16:

- there were increases of between 2.8 and 6.7 per cent in 3 and a reduction of between 4.0 and 60 per cent in 4 other stations on this line.
- this line saw the introduction of a new station (Ebbw Vale Town) with 167,642 entries/exits in 2015-16. This new station also impacted on Ebbw Vale Parkway which reported a decrease of 60 per cent.
- excluding Cardiff Central, the average annual number of station entries/exits on this line increased by 4.7 per cent when compared with 2014-15.

**Table 12: Ebbw Valley line station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Cardiff Central	11,939,360	12,744,582	↑ 6.7
Pye Corner	15,052	63,332	**
Rogerstone	105,938	85,658	↓ 19.1
Risca and Pontymister	107,786	100,960	↓ 6.3
Crosskeys	113,926	118,742	↑ 4.2
Newbridge	132,440	127,100	↓ 4.0
Llanhilleth	77,912	80,090	↑ 2.8
Ebbw Vale Parkway	253,904	101,634	↓ 60.0
Ebbw Vale Town (b)	..	167,642	..
<b>Total (c)</b>	<b>806,958</b>	<b>845,158</b>	<b>↑ 4.7</b>
<b>All Stations Total</b>	<b>12,746,318</b>	<b>13,589,740</b>	<b>↑ 6.6</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(b) new train station in 2015-16

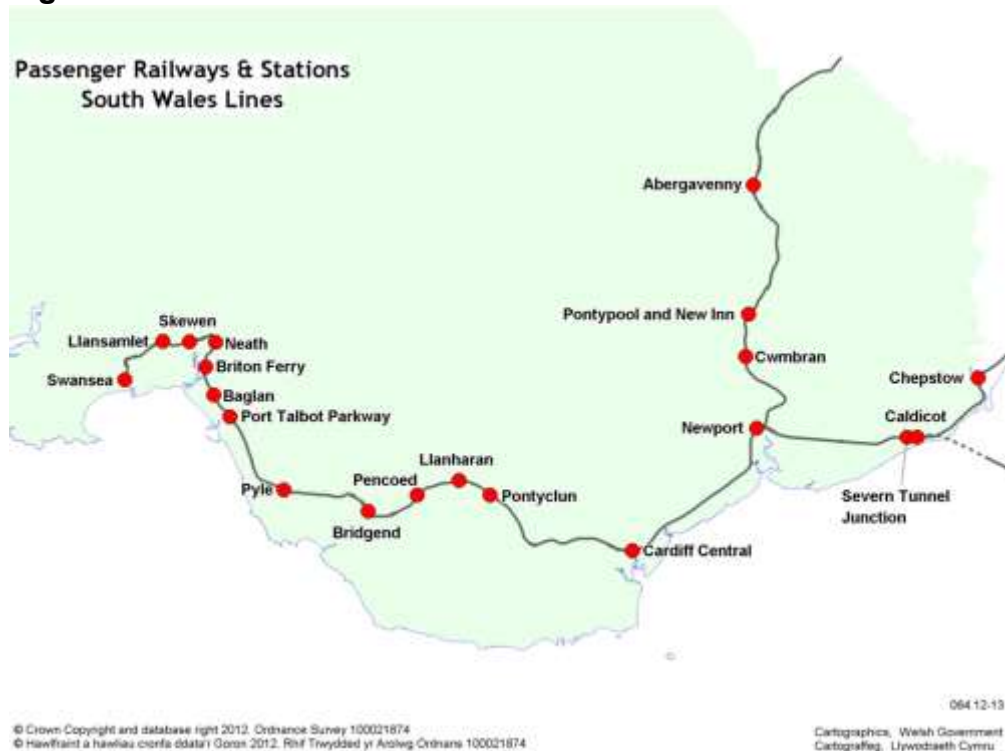
(c) total without Cardiff Central

\*\* station opened in December 2014 so percentage change not calculated

## 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.

**Figure 3: South Wales lines rail stations 2015-16**



## 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. In 2015-16:

- there was an increase in all stations on this line of between 0.3 and 7.2 per cent apart from Swansea which had a decrease of 0.3 per cent when compared to 2014-15.
- there was an annual increase in station entries/exits of 5.2 per cent on this line compared with 2014-15.

**Table 13: Great Western main line station usage, 2014-15 to 2015-16**

Station	Number and percent		
	2014-15 Entries & Exits	2015-16 Entries & Exits	Percentage change(a)
Newport (Gwent)	2,388,504	2,560,868	↑ 7.2
Cardiff Central	11,939,360	12,744,582	↑ 6.7
Bridgend	1,518,220	1,540,674	↑ 1.5
Port Talbot Parkway	499,890	502,742	↑ 0.6
Neath	834,680	837,116	↑ 0.3
Swansea	2,165,704	2,158,992	↓ 0.3
<b>All Stations Total</b>	<b>19,346,358</b>	<b>20,344,974</b>	<b>↑ 5.2</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

## Newport to Chepstow

The Newport to Chepstow 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. In 2015-16:

- there were increases of between 0.6 and 7.2 per cent in entries/exits at all stations along the route.
- excluding Newport, there was an average annual increase in station entries/exits of 4.7 per cent on this route compared with 2014-15.

**Table 14: Newport to Chepstow station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Newport	2,388,504	2,560,868	↑ 7.2
Severn Tunnel Junction	238,634	249,156	↑ 4.4
Caldicot	96,324	96,856	↑ 0.6
Chepstow	231,080	246,742	↑ 6.8
<b>Total (b)</b>	<b>566,038</b>	<b>592,754</b>	<b>↑ 4.7</b>
<b>All Station Total</b>	<b>2,954,542</b>	<b>3,153,622</b>	<b>↑ 6.7</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(b) total without Newport

## Newport to Abergavenny

The line north of Abergavenny runs onto Hereford and lines to the Midlands, Northern England and North and mid-Wales via Shrewsbury. In 2015-16:

- there were increases of between 2.5 and 15.7 per cent in entries/exits at all stations along the route.
- excluding Newport, there was an average increase in station entries/exits of 5 per cent on this route compared with 2014-15.

**Table 15: Newport to Abergavenny station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Newport (Gwent)	2,388,504	2,560,868	↑ 7.2
Cwmbran	353,592	375,614	↑ 6.2
Pontypool and New Inn	58,504	67,700	↑ 15.7
Abergavenny	425,054	435,478	↑ 2.5
<b>Total (b)</b>	<b>837,150</b>	<b>878,792</b>	<b>↑ 5.0</b>
<b>All Stations Total</b>	<b>3,225,654</b>	<b>3,439,660</b>	<b>↑ 6.6</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(b) total without Newport



## Swanline

Swanline services run along the South Wales Main Line, calling at major and minor stations along the route between Cardiff Central and Swansea. In 2015-16:

- there were increases of between 0.3 and 6.7 per cent in 7 and a reduction of between 0.3 and 4.5 per cent in 5 of the entries/exits at stations along the route.
- there was an increase of 4.7 per cent in station entries/exits on this line when compared to 2014-15.

**Table 16: Swanline station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Cardiff Central	11,939,360	12,744,582	↑ 6.7
Pontyclun	295,778	301,474	↑ 1.9
Pencoed	239,112	236,902	↓ 0.9
Bridgend	1,518,220	1,540,674	↑ 1.5
Pyle	113,602	120,732	↑ 6.3
Port Talbot Parkway	499,890	502,742	↑ 0.6
Baglan	27,510	26,882	↓ 2.3
Briton Ferry	36,872	35,224	↓ 4.5
Neath	834,680	837,116	↑ 0.3
Skewen	45,352	45,172	↓ 0.4
Llansamlet	32,848	33,862	↑ 3.1
Swansea	2,165,704	2,158,992	↓ 0.3
<b>All Stations total</b>	<b>17,748,928</b>	<b>18,584,354</b>	<b>↑ 4.7</b>

Source: WG analysis of ORR Estimates of Station Usage

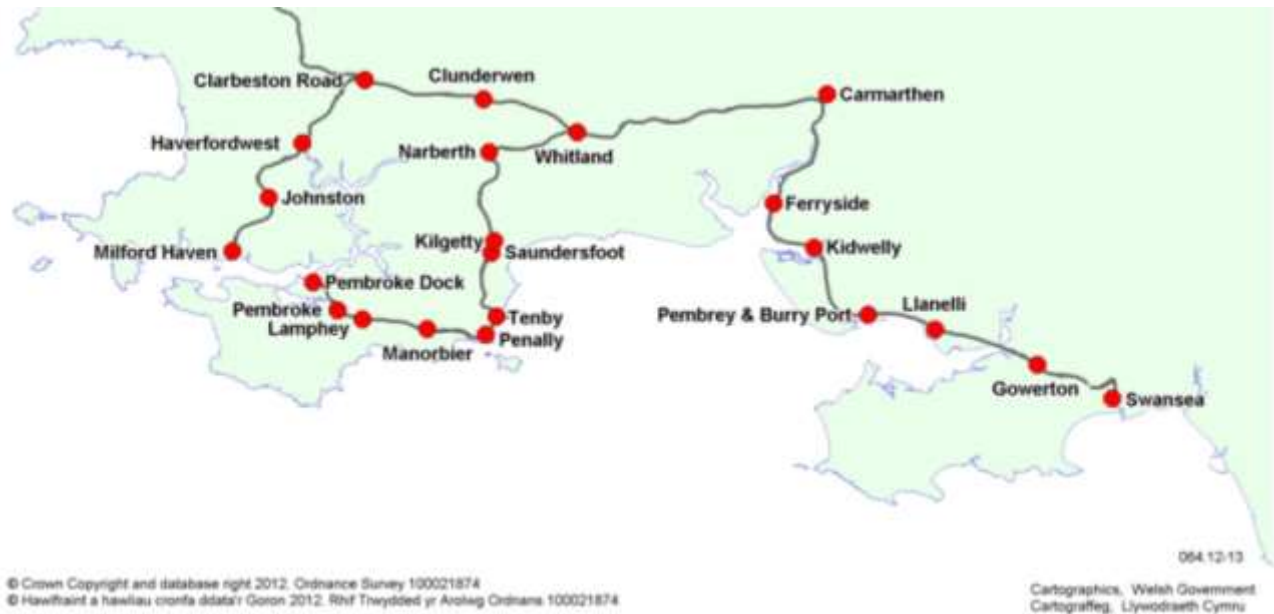
**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

## West Wales lines

The routes from Swansea to Pembroke Dock, Milford Haven and Fishguard connect to the West Wales ferry ports, so 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.

**Figure 4: West Wales lines rail stations 2015-16**



## 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. In 2015-16:

- there were increases of between 0.1 and 9.3 per cent in 6 and a reduction of between 0.3 and 10.2 in 11 of the station entries/exits along this line when compared to 2014-15.
- there was a decrease of 0.4 per cent in station entries/exits on this line compared with 2015-16.

**Table 17: Swansea to Pembroke Dock station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Swansea	2,165,704	2,158,992	↓ 0.3
Gowerton	130,668	142,836	↑ 9.3
Llanelli	403,474	405,230	↑ 0.4
Pembrey & Burry Port	145,558	143,382	↓ 1.5
Kidwelly	31,040	30,644	↓ 1.3
Ferryside	19,326	19,608	↑ 1.5
Carmarthen	428,094	419,794	↓ 1.9
Whitland	54,570	52,118	↓ 4.5
Narberth	22,296	20,922	↓ 6.2
Kilgetty	17,188	15,438	↓ 10.2
Saundersfoot	8,282	7,900	↓ 4.6
Tenby	121,324	118,338	↓ 2.5
Penally	4,990	5,444	↑ 9.1
Manorbier	9,640	9,648	↑ 0.1
Lamphey	5,612	5,732	↑ 2.1
Pembroke	30,352	28,446	↓ 6.3
Pembroke Dock	47,378	46,710	↓ 1.4
<b>All Stations Total</b>	<b>3,645,496</b>	<b>3,631,182</b>	<b>↓ 0.4</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

## Swansea to Milford Haven and Fishguard

This line runs from Swansea through to Fishguard and Milford Haven via a branch line West of Clarbeston Road. In 2015-2016:

- there were increases of between 0.4 and 9.3 per cent in 4 and a reduction of 0.3 and 14.6 per cent in 11 of the station entries/exits along this line when compared to 2014-15.
- there was a decrease in station entries/exits of 0.5 per cent on this line compared to 2014-15

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

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Swansea	2,165,704	2,158,992	↓ 0.3
Gowerton	130,668	142,836	↑ 9.3
Llanelli	403,474	405,230	↑ 0.4
Pembrey & Burry Port	145,558	143,382	↓ 1.5
Kidwelly	31,040	30,644	↓ 1.3
Ferryside	19,326	19,608	↑ 1.5
Carmarthen	428,094	419,794	↓ 1.9
Whittland	54,570	52,118	↓ 4.5
Clunderwen	24,968	24,128	↓ 3.4
Clarbeston Road	11,046	10,138	↓ 8.2
Haverfordwest	140,220	136,346	↓ 2.8
Johnston (Dyfed)	8,960	8,704	↓ 2.9
Milford Haven	65,356	64,034	↓ 2.0
Fishguard & Goodwick	19,874	19,946	↑ 0.4
Fishguard Harbour	26,522	22,646	↓ 14.6
<b>All Stations Total</b>	<b>3,675,380</b>	<b>3,658,546</b>	<b>↓ 0.5</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

## Mid Wales lines

The Mid Wales line encompasses 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.

**Figure 5: Mid Wales lines rail stations 2015-16**



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Cartographics, Welsh Government  
Cartograffeg, Llywodraeth Cymru

## Heart of Wales line

The Heart of Wales Line runs from Swansea to Shrewsbury via a number of stations across Mid-Wales. In 2015-2016:

- there was an increase of between 0.4 and 16.9 per cent in 8 and a decrease of between 0.3 and 29.5 per cent in 18 of the station entries/exits along this line when compared to 2014-15
- the average number of station entries/exits on this line decreased by 0.6 per cent when compared to 2014-15.

**Table 19: Heart of Wales line station usage, 2013-14 to 2014-15**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Swansea	2,165,704	2,158,992	↓ 0.3
Llanelli	403,474	405,230	↑ 0.4
Bynea	2,046	1,628	↓ 20.4
Llangennech	2,654	2,500	↓ 5.8
Pontarddulais	5,334	5,876	↑ 10.2
Pantyyffynnon	4,362	3,710	↓ 14.9
Ammanford	20,238	18,968	↓ 6.3
Llandybie	7,466	8,730	↑ 16.9
Ffairfach	2,820	2,842	↑ 0.8
Llandeilo	17,386	17,562	↑ 1.0
Llangadog	6,392	5,148	↓ 19.5
Llanwrda	2,164	1,788	↓ 17.4
Llandoverly	18,890	17,024	↓ 9.9
Cynghordy	1,286	1,104	↓ 14.2
Sugar Loaf	110	132	(r)↑ 20.0
Llanwrtyd	8,952	7,736	↓ 13.6
Llangammarch	2,792	2,348	↓ 15.9
Garth (Powys)	1,500	1,058	↓ 29.5
Cilmeri	2,556	1,964	↓ 23.2
Builth Road	8,054	8,244	↑ 2.4
Llandrindod	43,706	39,648	↓ 9.3
Pen-Y-Bont	1,706	1,480	↓ 13.2
Dolau	1,396	1,432	↑ 2.6
Llanbister Road	1,242	978	↓ 21.3
Llangynllo	810	958	↑ 18.3
Knucklas	4,928	4,120	↓ 16.4
<b>All Stations Total</b>	<b>2,737,968</b>	<b>2,721,200</b>	<b>↓ 0.6</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(r) revised 10th May 2017

## Cambrian main line

The Cambrian Main Line runs from Shrewsbury across Mid-Wales to Aberystwyth via Machynlleth. In 2015-2016:

- all stations along the line saw an increase of between 5.9 and 58.1 per cent in the number of station entries/exits.
- there was an average increase of 11.3 per cent in station entries/exits on this line compared to 2014-15.

**Table 20: Cambrian main line station usage, 2014-15 to 2015-16**

Station	<i>Number and percent</i>		
	2014-15 Entries & Exits	2015-16 Entries & Exits	Percentage change (a)
Welshpool	133,744	157,646	↑ 17.9
Newtown	130,306	147,938	↑ 13.5
Caersws	49,250	57,942	↑ 17.6
Machynlleth	120,802	133,228	↑ 10.3
Dovey Junction	2,366	3,740	↑ 58.1
Borth	53,662	61,468	↑ 14.5
Aberystwyth	303,738	321,758	↑ 5.9
<b>All Stations Total</b>	<b>793,868</b>	<b>883,720</b>	<b>↑ 11.3</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

## Cambrian Coast line

The Cambrian Coast Line runs from Machynlleth to Pwllheli in North Wales via a number of stations along the coast. In 2015-16:

- all stations showed an increase cent apart from 2 stations (Tonfanau and Dyffryn Ardudwy) which had decreases of 5.6 and 4.4 per cent respectively in the number of station entries/exits when compared to 2015-15.
- there was an average increase of 16.9 per cent in station entries/exits on this line when compared to 2014-15.

**Table 21: Cambrian Coast line station usage, 2014-15 to 2015-16**

<i>Number and percent</i>			
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Machynlleth	120,802	133,228	↑ 10.3
Dovey Junction	2,366	3,740	↑ 58.1
Penhelig	8,956	10,780	↑ 20.4
Aberdovey	36,684	38,094	↑ 3.8
Tywyn	105,364	107,446	↑ 2.0
Tonfanau	3,258	3,074	↓ 5.6
Llwyngwril	31,990	33,738	↑ 5.5
Fairbourne	44,138	44,516	↑ 0.9
Morfa Mawddach	10,758	11,094	↑ 3.1
Barmouth	173,272	191,802	↑ 10.7
Llanaber	1,964	2,292	↑ 16.7
Talybont	22,144	28,984	↑ 30.9
Dyffryn Ardudwy	18,700	17,868	↓ 4.4
Llanbedr	12,248	13,482	↑ 10.1
Pensarn	2,084	3,766	↑ 80.7
Llandanwg	4,606	4,894	↑ 6.3
Harlech	105,524	120,766	↑ 14.4
Tygwyn	1,168	2,068	↑ 77.1
Talsarnau	5,836	8,028	↑ 37.6
Llandecwyn	1,352	2,370	↑ 75.3
Penrhyndeudraeth	39,962	51,872	↑ 29.8
Minffordd	11,476	18,322	↑ 59.7
Porthmadog	55,892	79,194	↑ 41.7
Criccieth	15,580	28,692	↑ 84.2
Penychain	1,716	3,430	↑ 99.9
Abererch (b)	326	1,984	-
Pwllheli	54,332	77,890	↑ 43.4
<b>All Stations Total</b>	<b>892,498</b>	<b>1,043,414</b>	<b>↑ 16.9</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

(b) percentage not calculated due to small numbers



## North Wales lines

The North Wales lines encompass the North Wales Coast Line, the Conwy Line, the Borderlands line and on routes from Wrexham.

Figure 6: North Wales lines rail stations 2015-16



## 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. In 2015-16:

- there was an increase of between 0.1 and 11.5 per cent at 7 and a decrease of 1.3 and 6.7 per cent at 10 of the stations entries/exits along this line when compared to 2014-15.
- there was a decrease in station entries/exits of 1.3 per cent on this line when compared to 2014-15.

**Table 22: North Wales Coast line station usage, 2014-15 to 2015-16**

*Number and percent*

<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Shotton	240,596	237,194	↓ 1.4
Flint	265,910	266,276	↑ 0.1
Prestatyn	349,284	349,430	↑ 0.04
Rhyl	544,356	537,304	↓ 1.3
Abergele & Pensarn	73,642	70,932	↓ 3.7
Colwyn Bay	294,858	286,472	↓ 2.8
Llandudno Junction	340,568	330,938	↓ 2.8
Conwy	41,560	46,336	↑ 11.5
Penmaenmawr	13,936	14,152	↑ 1.5
Llanfairfechan	11,982	13,002	↑ 8.5
Bangor (Gwynedd)	670,770	673,626	↑ 0.4
Llanfairpwll	19,000	18,482	↓ 2.7
Bodorgan	5,678	5,316	↓ 6.4
Ty Croes	4,836	5,384	↑ 11.3
Rhosneigr	16,994	16,160	↓ 4.9
Valley	16,660	16,006	↓ 3.9
Holyhead	235,060	219,268	↓ 6.7
<b>All Stations Total</b>	<b>3,145,690</b>	<b>3,106,278</b>	<b>↓ 1.3</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

## 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. In 2015-16:

- all stations on this line had decreases of between 2.1 and 37.8 per cent apart from Deganwy which had an increase of 1.7 per cent in station entries/exits along this line when compared to 2014-15. This was due to the stations on this line being closed during the year due to flooding.
- there was a decrease in station entries/exits of 6.4 per cent on this line when compared to 2014-15.

**Table 23: Conwy Valley line station usage, 2014-15 to 2015-16**

*Number and percent*

<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Llandudno	311,806	300,020	↓ 3.8
Deganwy	10,874	11,062	↑ 1.7
Llandudno Junction	340,568	330,938	↓ 2.8
Glan Conwy	4,852	3,748	↓ 22.8
Tal-y-Cafn	2,102	1,358	↓ 35.4
Dolgarrog	1,506	1,474	↓ 2.1
North Llanrwst	1,962	1,220	↓ 37.8
Llanrwst	21,146	13,888	↓ 34.3
Betws-y-Coed	41,484	35,872	↓ 13.5
Pont-y-Pant	1,674	1,050	↓ 37.3
Dolwyddelan	4,354	3,322	↓ 23.7
Roman Bridge	746	544	↓ 27.1
Blaenau Ffestiniog	47,666	35,826	↓ 24.8
<b>All Stations Total</b>	<b>790,740</b>	<b>740,322</b>	<b>↓ 6.4</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

## Borderlands line

The Borderlands Line runs north from Wrexham Central terminating at Bidston in the Wirral. In 2015-16:

- there was an increase of between 1.6 and 5.2 per cent at 3 and a decrease of between 0.4 and 13.9 per cent at 8 of the stations entries/exits along this line when compared to 2014-15.
- there was a decrease of 2.7 per cent in station entries/exits on this line when compared to 2014-15.

**Table 24: Borderlands line station usage, 2014-15 to 2015-16**

<i>Number and percent</i>				
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>	
Wrexham Central	73,444	73,180	↓ 0.4	
Wrexham General	551,966	537,962	↓ 2.5	
Gwersyllt	39,938	35,242	↓ 11.8	
Cefn-y-Bedd	8,918	7,810	↓ 12.4	
Caergwrle	23,034	19,828	↓ 13.9	
Hope (Clwyd)	27,470	28,904	↑ 5.2	
Penyffordd	24,582	24,976	↑ 1.6	
Buckley	51,684	48,430	↓ 6.3	
Hawarden	36,422	35,124	↓ 3.6	
Shotton	240,596	237,194	↓ 1.4	
Hawarden bridge	4,872	5,060	↑ 3.9	
<b>All Station Totals</b>	<b>1,082,926</b>	<b>1,053,710</b>	<b>↓ 2.7</b>	

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

## Wrexham to Chirk

This route is part of the Shrewsbury to Chester line. For 2015-16:

- all stations on this line had decreases of between 2.5 and 6.8 per cent in stations entries/exits on this line when compared to 2014-15.
- there was a reduction of 3.2 per cent in all station entries/exits on this route when compared with 2014-15.

**Table 25: Wrexham to Chirk station usage, 2014-15 to 2015-16**

<i>Number and percent</i>				
<b>Station</b>	<b>2014-15 Entries &amp; Exits</b>	<b>2015-16 Entries &amp; Exits</b>	<b>Percentage change (a)</b>	
Wrexham General	551,966	537,962	↓ 2.5	
Ruabon	99,782	92,986	↓ 6.8	
Chirk	70,724	68,444	↓ 3.2	
<b>All Stations Total</b>	<b>722,472</b>	<b>699,392</b>	<b>↓ 3.2</b>	

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) percentage change = change in 2015-16 when compared to 2014-15

## 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). 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).

The [ORR station information](#) is available from their website.

### 2 Definitions

#### 2.1 Coverage

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); Cross-country Trains (who operate a service from Cardiff to Nottingham via Newport and Chepstow); and Virgin Trains (who operate services from Holyhead to London Euston).

#### 2.2 Relevance

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

#### 2.3 Accuracy

The estimate 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 "infill's" for tickets outside the LENNON system such as London Travelcards, airport links and multi-modal and zonal products sponsored by Passenger Transport Executives (PTEs).

## 2.4 Types of infill's and other definitions

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

- *Within London travel card area.* Whilst the underlying matrix includes an estimate of journeys made on Day travel cards / travel card seasons purchased at National Rail stations, it does not include a significant number of national rail trips made using Travel cards 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.

## 2.5 Symbols

The following symbols have been used throughout the publication:

.. data item is not applicable

## 3. Timeliness and punctuality

This bulletin reports on rail stations usage in Wales. Information covers each station in Wales during the 2015-16 financial year and the UK as a whole back to 2011-12. 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 estimation station entries and station exits for each station on the UK rail network.

#### **4. Accessibility and clarity**

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

#### **5. Comparability and coherence**

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.

#### **6. Well-being of Future Generations Act (WFG)**

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

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

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

The statistics included in this release could also provide supporting narrative to the national indicators and be used by public services boards in relation to their local well-being assessments and local well-being plans.

## **7. Further details**

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

## **8. Next update**

February 2018

## **9. We want your feedback**

We welcome any feedback on any aspect of these statistics which can be provided by email to:

[stats.transport@wales.gsi.gov.uk](mailto:stats.transport@wales.gsi.gov.uk).

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