# Rail station usage in Wales 2012-13

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 2010-11 to 2012-13, and for Wales and the UK as a whole back to 2004-05. The bulletin is based on the annual station usage report that is published by the Office of Rail Regulation (ORR). As part of this report the ORR publish a spreadsheet which lists the estimated station entries and station exits for each station on the UK rail network.

Key results

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

Chart 1: Station entries/exits in Wales, 2005-06 to 2012-13
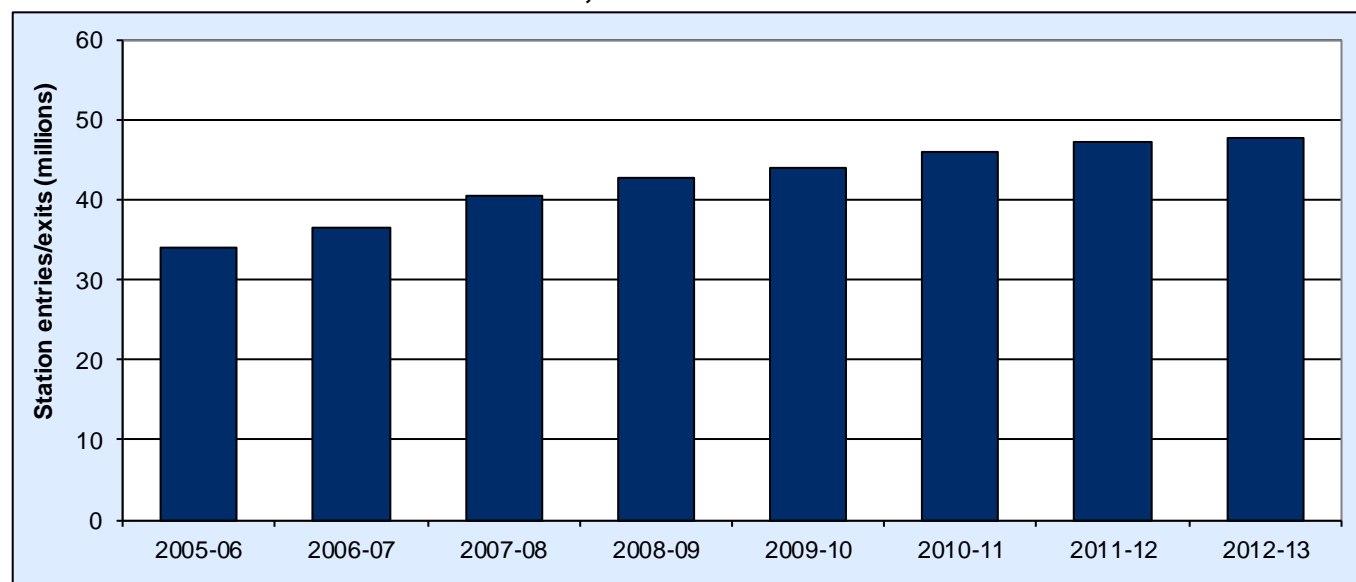
- In 2012-13 there were 219 rail stations in Wales (table 3);
- There was an increase of 1.1 per cent in the number of station entries/exits in Wales in 2012-13 compared with 2011-12 (table 2).
- Of the 20 busiest stations in Wales, half are part of the Valley Lines network, not including Cardiff Central and Cardiff Queen Street (table 1).

Contents

Background

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

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

Busiest stations in Wales

For all 219 stations in Wales there was a growth of 1.1 per cent in the number of station entries/exits in 2012-13 compared with 2011-12. 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, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Cardiff Central	11,259,968	11,507,598	2.2	11,637,744	1.1
Cardiff Queen Street	2,411,438	2,488,920	3.2	2,495,238	0.3
Newport	2,291,040	2,275,362	-0.7	2,250,258	-1.1
Swansea	2,155,906	2,148,352	-0.4	2,162,128	0.6
Bridgend	1,604,944	1,578,766	-1.6	1,547,098	-2.0
Pontypridd	1,034,976	873,630	-15.6	878,656	0.6
Cardiff Bay	753,148	793,382	5.3	869,126	9.5
Treforest	769,646	911,766	18.5	834,386	-8.5
Neath	819,546	810,020	-1.2	806,264	-0.5
Cathays	701,082	755,408	7.7	772,586	2.3
Caerphilly	665,328	678,380	2.0	691,516	1.9
Bangor	633,664	676,858	6.8	680,102	0.5
Wrexham General	613,618	622,466	1.4	615,306	-1.2
Rhyl	609,178	633,700	4.0	612,004	-3.4
Penarth	586,048	589,340	0.6	611,822	3.8
Barry Island	618,346	617,212	-0.2	592,354	-4.0
Aberdare	524,592	537,542	2.5	552,436	2.8
Treherbert	526,862	512,582	-2.7	529,676	3.3
Barry	503,634	506,272	0.5	526,808	4.1
Port Talbot Parkway	478,844	478,466	-0.1	514,434	7.5
Other Welsh stations	16,382,562	17,136,240	4.6	17,453,942	1.9
All Welsh stations	45,944,370	47,132,262	2.6	47,633,884	1.1

Source: ORR Estimates of Station Usage

- For the majority of the busiest 20 stations, numbers of entries/exits remained relatively stable, with a small rise overall. The remaining Welsh stations showed stronger growth as a whole into 2012-13;

- There was a 10 per cent increase in station entries/exits in Cardiff Bay in 2012/13, while Trefforest saw a 9 per cent fall in the same period.

Comparisons with the UK

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

Chart 2: Station entries/exits in Wales, comparison with the UK, 2005-06 to 2012-13
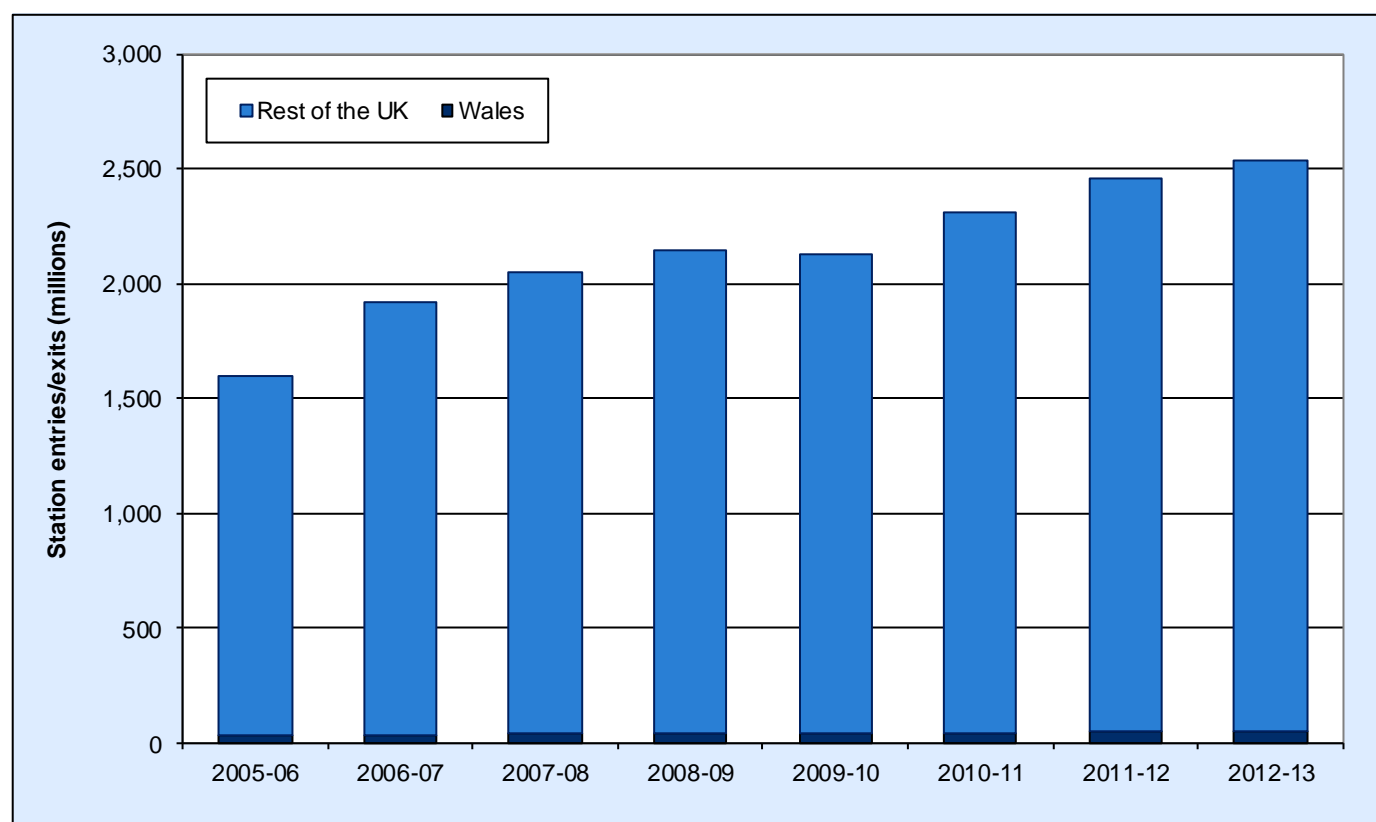
Table 2: Station entries/exits in Wales, comparison with the UK, 2005-06 to 2012-13

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

Source: ORR Estimates of Station Usage

The number of rail station entries/exits in Wales has grown steadily over the past seven or eight years.

Chart 3: Station entries/exits in Wales, year on year change, comparison with the UK, 2006-07 to 2012-13
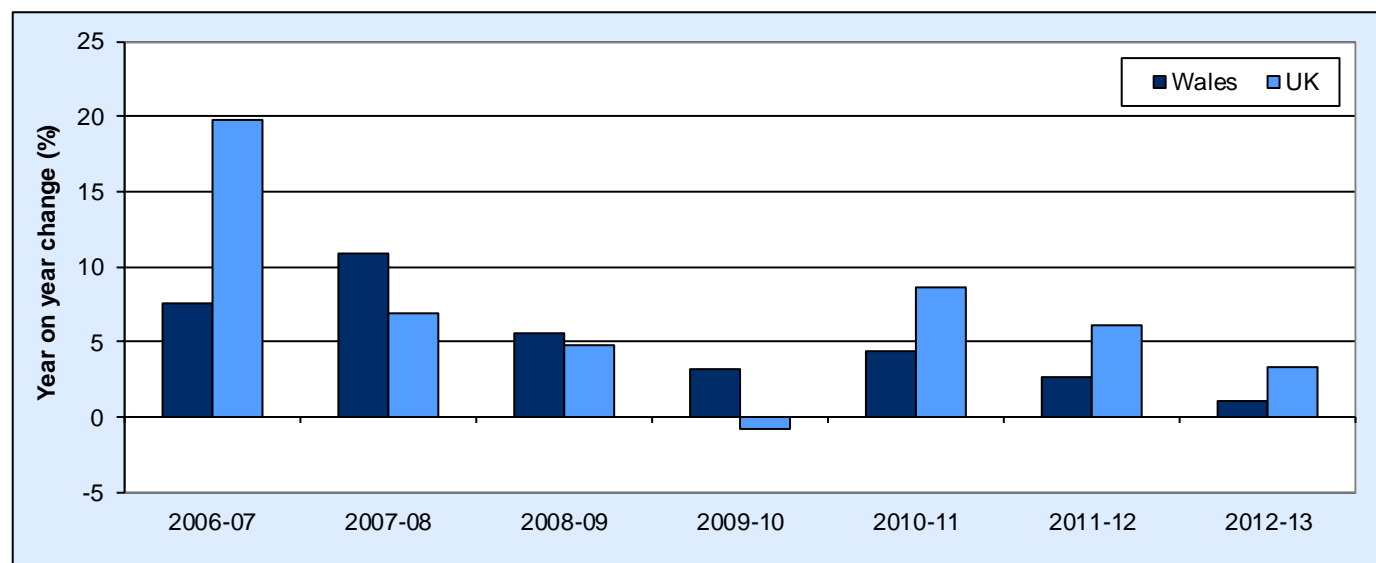
The number of rail stations in Wales has remained fairly constant over recent years, compared with steady growth in the UK as a whole.

Table 3: Number of rail stations in Wales, comparison with the UK, 2005-06 to 2012-13

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

Source: ORR Estimates of Station Usage

Valley Lines

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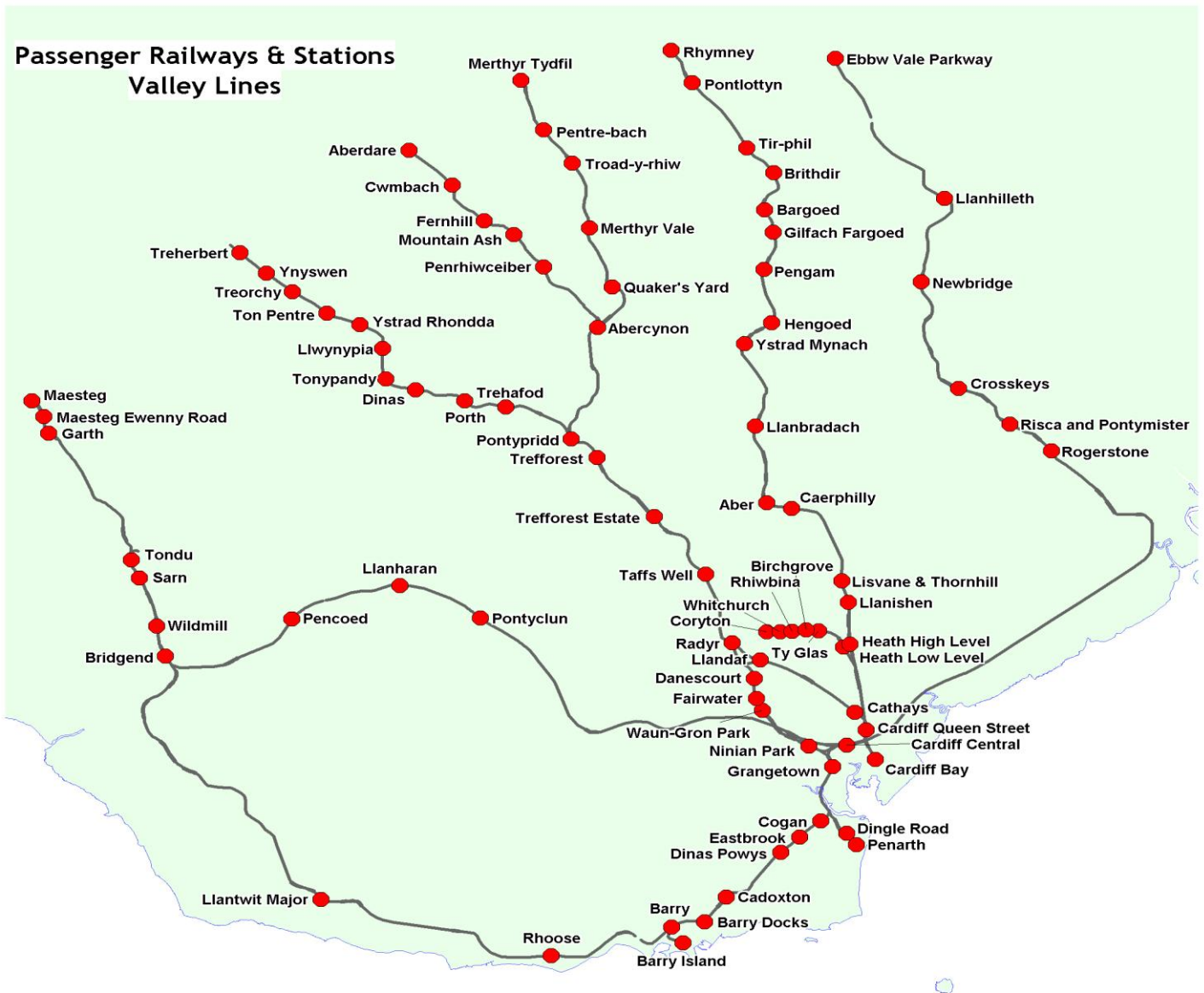
Passenger Railways & Stations Valley Lines

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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, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Cardiff Queen Street	2,411,438	2,488,920	3.2	2,495,238	0.3
Cardiff Bay	753,148	793,382	5.3	869,126	9.5

Source: ORR Estimates of Station Usage

- The number of station entries/exits at Cardiff Bay station continued to rise, with a 10 per cent increase in 2012-13.

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, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Radyr	457,348	449,042	-1.8	462,160	2.9
Danescourt	61,712	65,904	6.8	70,308	6.7
Fairwater	30,884	31,100	0.7	39,942	28.4
Waun-Gron Park	42,916	47,490	10.7	51,170	7.7
Ninian Park	67,782	69,934	3.2	82,964	18.6
Cardiff Central	11,259,968	11,507,598	2.2	11,637,744	1.1
Cardiff Queen Street	2,411,438	2,488,920	3.2	2,495,238	0.3
Heath Low Level	36,150	37,704	4.3	42,154	11.8
Ty Glas	90,800	110,222	21.4	117,258	6.4
Birchgrove	18,728	21,428	14.4	19,214	-10.3
Rhiwbina	27,432	28,788	4.9	30,330	5.4
Whitchurch	5,170	6,842	32.3	8,118	18.6
Coryton	284,656	279,030	-2.0	289,832	3.9

Source: ORR Estimates of Station Usage

- There was a rise in station entries/exits between 2011-12 and 2012-13 at all stations along the route other than Birchgrove; Fairwater having the largest increase (28 per cent)

- Excluding Cardiff Central and Queen St, there was an average rise in station entries/exits of some 6 per cent on this line between 2011-12 and 2012-13.

Vale of Glamorgan Line

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

Table 6: Vale of Glamorgan Line station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Cardiff Central	11,259,968	11,507,598	2.2	11,637,744	1.1
Grangetown	143,406	158,058	10.2	169,950	7.5
Dingle Road	24,010	25,784	7.4	30,490	18.3
Penarth	586,048	589,340	0.6	611,822	3.8
Cogan	204,942	237,322	15.8	260,766	9.9
Eastbrook	166,732	165,020	-1.0	165,336	0.2
Dinas Powys	79,072	82,190	3.9	84,524	2.8
Cadoxton	249,714	254,046	1.7	272,522	7.3
Barry Docks	148,754	176,352	18.6	191,272	8.5
Barry	503,634	506,272	0.5	526,808	4.1
Barry Island	618,346	617,212	-0.2	592,354	-4.0
Rhoose Cardiff Airport	154,748	179,560	16.0	184,468	2.7
Llantwit Major	196,732	283,008	43.9	293,824	3.8
Bridgend	1,604,944	1,578,766	-1.6	1,547,098	-2.0

Source: ORR Estimates of Station Usage

- In 2012-13 there has been a strong growth in the number of station entries/exits along the majority of this line. Dingle Road has seen the largest increase at some 18 per cent compared with 2011-12;

- Excluding Cardiff Central and Bridgend, there was an average rise in station entries/exits of some 3 per cent on this line between 2011-12 and 2012-13.

Merthyr Line

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

Table 7: Merthyr Line station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Cardiff Central	11,259,968	11,507,598	2.2	11,637,744	1.1
Cardiff Queen Street	2,411,438	2,488,920	3.2	2,495,238	0.3
Cathays	701,082	755,408	7.7	772,586	2.3
Llandaf	405,378	397,572	-1.9	417,850	5.1
Radyr	457,348	449,042	-1.8	462,160	2.9
Taffs Well	309,028	311,658	0.9	313,570	0.6
Treforest Estate	116,052	104,442	-10.0	108,410	3.8
Treforest	769,646	911,766	18.5	834,386	-8.5
Pontypridd	1,034,976	873,630	-15.6	878,656	0.6
Abercynon	214,492	240,070	11.9	243,948	1.6
Quakers Yard	61,682	64,748	5.0	71,726	10.8
Merthyr Vale	41,428	41,676	0.6	46,934	12.6
Troed-y-rhiw	32,496	31,564	-2.9	34,662	9.8
Pentre-bach	16,240	19,752	21.6	21,756	10.1
Merthyr Tydfil	437,230	452,706	3.5	481,696	6.4

Source: ORR Estimates of Station Usage

- 2012-13 saw rises in all but Trefforest (fall of 9 per cent) in the number of station entries/exits along the route. The largest growth, of some 13 per cent and 11 per cent respectively, was at Merthyr Vale and Quakers Yard;

- The number of station entries/exits at the line's terminus at Merthyr Tydfil continued to rise with a 6 per cent increase between 2011-12 and 2012-13;

- Excluding Cardiff Central and Queen St, there was an average increase in station entries/exits of 1 per cent on this line between 2011-12 and 2012-13.

Aberdare Line

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

Table 8: Aberdare Line station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Cardiff Central	11,259,968	11,507,598	2.2	11,637,744	1.1
Cardiff Queen Street	2,411,438	2,488,920	3.2	2,495,238	0.3
Cathays	701,082	755,408	7.7	772,586	2.3
Llandaf	405,378	397,572	-1.9	417,850	5.1
Radyr	457,348	449,042	-1.8	462,160	2.9
Taffs Well	309,028	311,658	0.9	313,570	0.6
Treforest Estate	116,052	104,442	-10.0	108,410	3.8
Treforest	769,646	911,766	18.5	834,386	-8.5
Pontypridd	1,034,976	873,630	-15.6	878,656	0.6
Abercynon	214,492	240,070	11.9	243,948	1.6
Penrhriwceiber	64,384	55,386	-14.0	51,632	-6.8
Mountain Ash	102,056	94,128	-7.8	96,686	2.7
Fernhill	22,914	19,976	-12.8	23,948	19.9
Cwmbach	19,234	18,126	-5.8	20,470	12.9
Aberdare	524,592	537,542	2.5	552,436	2.8

Source: ORR Estimates of Station Usage

- While the number of station entries/exits generally saw a rise along this branch, both Penrhriwceiber and Trefforest saw falls in 2012-13;

- The number of station entries/exits at the line's terminus at Aberdare continued to rise with a 3 per cent increase between 2011-12 and 2012-13;

- Excluding Cardiff Central and Queen St, there was an average increase in station entries/exits of less than one per cent on this line between 2011-12 and 2012-13.

Rhondda Line

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

Table 9: Rhondda Line station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Cardiff Central	11,259,968	11,507,598	2.2	11,637,744	1.1
Cardiff Queen Street	2,411,438	2,488,920	3.2	2,495,238	0.3
Cathays	701,082	755,408	7.7	772,586	2.3
Llandaf	405,378	397,572	-1.9	417,850	5.1
Radyr	457,348	449,042	-1.8	462,160	2.9
Taffs Well	309,028	311,658	0.9	313,570	0.6
Treforest Estate	116,052	104,442	-10.0	108,410	3.8
Treforest	769,646	911,766	18.5	834,386	-8.5
Pontypridd	1,034,976	873,630	-15.6	878,656	0.6
Trehafod	31,498	33,290	5.7	31,874	-4.3
Porth	297,554	298,258	0.2	302,886	1.6
Dinas Rhondda	58,390	57,372	-1.7	62,450	8.9
Tonypandy	77,796	79,600	2.3	88,770	11.5
Llwynypia	45,688	48,948	7.1	55,688	13.8
Ystrad Rhondda	71,720	75,304	5.0	65,808	-12.6
Ton Pentre	39,698	40,608	2.3	46,488	14.5
Treorchy	64,980	67,498	3.9	76,870	13.9
Ynyswen	7,754	7,524	-3.0	9,782	30.0
Treherbert	526,862	512,582	-2.7	529,676	3.3

Source: ORR Estimates of Station Usage

- The number of station entries/exits increased between 2011-12 and 2012-13 at most of the Rhondda stations, with Ynyswen rising some 30 per cent.

- There was a increase of some 3 per cent in the number of station entries/exits between 2011-12 and 2012-13 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 2011-12 and 2012-13.

Rhymney Line

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

Table 10: Rhymney Line station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Cardiff Central	11,259,968	11,507,598	2.2	11,637,744	1.1
Cardiff Queen Street	2,411,438	2,488,920	3.2	2,495,238	0.3
Heath High Level	320,666	340,050	6.0	351,006	3.2
Llanishen	198,114	205,678	3.8	203,872	-0.9
Lisvane & Thornhill	166,334	163,586	-1.7	170,188	4.0
Caerphilly	665,328	678,380	2.0	691,516	1.9
Aber	202,486	203,432	0.5	209,622	3.0
Llanbradach	132,802	134,972	1.6	127,292	-5.7
Ystrad Mynach	290,812	301,348	3.6	304,538	1.1
Hengoed	117,492	128,376	9.3	127,184	-0.9
Pengam	450,990	464,464	3.0	448,000	-3.5
Gilfach Fargoed	3,376	4,182	23.9	3,456	-17.4
Bargoed	168,108	170,994	1.7	195,912	14.6
Brithdir	10,380	10,964	5.6	11,066	0.9
Tir-Phil	21,460	22,994	7.1	22,900	-0.4
Pontlottyn	16,320	18,424	12.9	20,346	10.4
Rhymney	193,114	189,912	-1.7	186,334	-1.9

Source: ORR Estimates of Station Usage

- There were increases in the majority in the number of station entries/exits between 2011-12 and 2012-13 at stations along the route. The largest fall in number of station entries/exits on this branch was 17 per cent at Gilfach Fargoed station. The largest growth, of some 15 per cent, was at Bargoed station;

- There was a decrease of some 2 per cent in the number of station entries/exits between 2011-12 and 2012-13 at the line's terminus at Rhymney;

- Excluding Cardiff Central and Queen St, there was an average increase in station entries/exits of some 1 per cent on this line between 2011-12 and 2012-13.

Maesteg Line

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

Table 11: Maesteg Line station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Cardiff Central	11,259,968	11,507,598	2.2	11,637,744	1.1
Pontyclun	231,310	240,598	4.0	256,302	6.5
Llanharan	133,022	134,636	1.2	139,964	4.0
Pencoed	215,196	230,812	7.3	225,396	-2.3
Bridgend	1,604,944	1,578,766	-1.6	1,547,098	-2.0
Wildmill	12,162	11,662	-4.1	12,752	9.3
Sarn	41,278	45,532	10.3	50,712	11.4
Tondu	36,110	36,668	1.5	41,220	12.4
Garth (Mid-Glamorgan)	17,064	17,836	4.5	19,152	7.4
Maesteg (Ewenny Road)	3,936	4,356	10.7	2,706	-37.9
Maesteg	189,008	191,084	1.1	170,660	-10.7

Source: ORR Estimates of Station Usage

- In 2011-12 there were increases in the number of station entries/exits at the majority of stations along the route, with 4 out of the 11 seeing a decrease. The largest growth was seen at Tondu with an increases of 12 per cent and the station with the largest decrease was Maesteg (Ewenny Road) with a 38 per cent fall;

- The number of station entries/exits at the line's terminus at Maesteg fell by 11 per cent in 2012-13;

- Excluding Cardiff Central and Bridgend, there was an average increase in station entries/exits of under 1 per cent on this line between 2011-12 and 2012-13.

Ebbw Valley Line

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

Table 12: Ebbw Valley Line station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Cardiff Central	11,259,968	11,507,598	2.2	11,637,744	1.1
Rogerstone	101,446	98,556	-2.8	101,366	2.9
Risca and Pontymister	107,330	103,770	-3.3	100,236	-3.4
Crosskeys	107,674	117,362	9.0	117,012	-0.3
Newbridge	132,092	130,970	-0.8	133,672	2.1
Llanhilleth	75,342	76,000	0.9	76,308	0.4
Ebbw Vale Parkway	246,718	246,102	-0.2	254,956	3.6

Source: ORR Estimates of Station Usage

- The number of station entries/exits between 2011-12 and 2012-13 remained fairly stable along the route as a whole;

- There was an increase of 4 per cent, in the number of station entries/exits between 2011-12 and 2012-13 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 2012-13.

South Wales Lines

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

Passenger Railways & Stations
South Wales Lines

Abergavenny

Pontypool and New Inn

Cwmbran

Chepstow

Skewen

Llansamlet   Neath

Briton Ferry

Swansea

Baglan

Port Talbot Parkway

Caldicot

Newport

Llanharan

Severn Tunnel
Junction

Pencoed

Pyle

Pontyclun

Bridgend

Cardiff Central

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Cartographics, Welsh Government
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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.

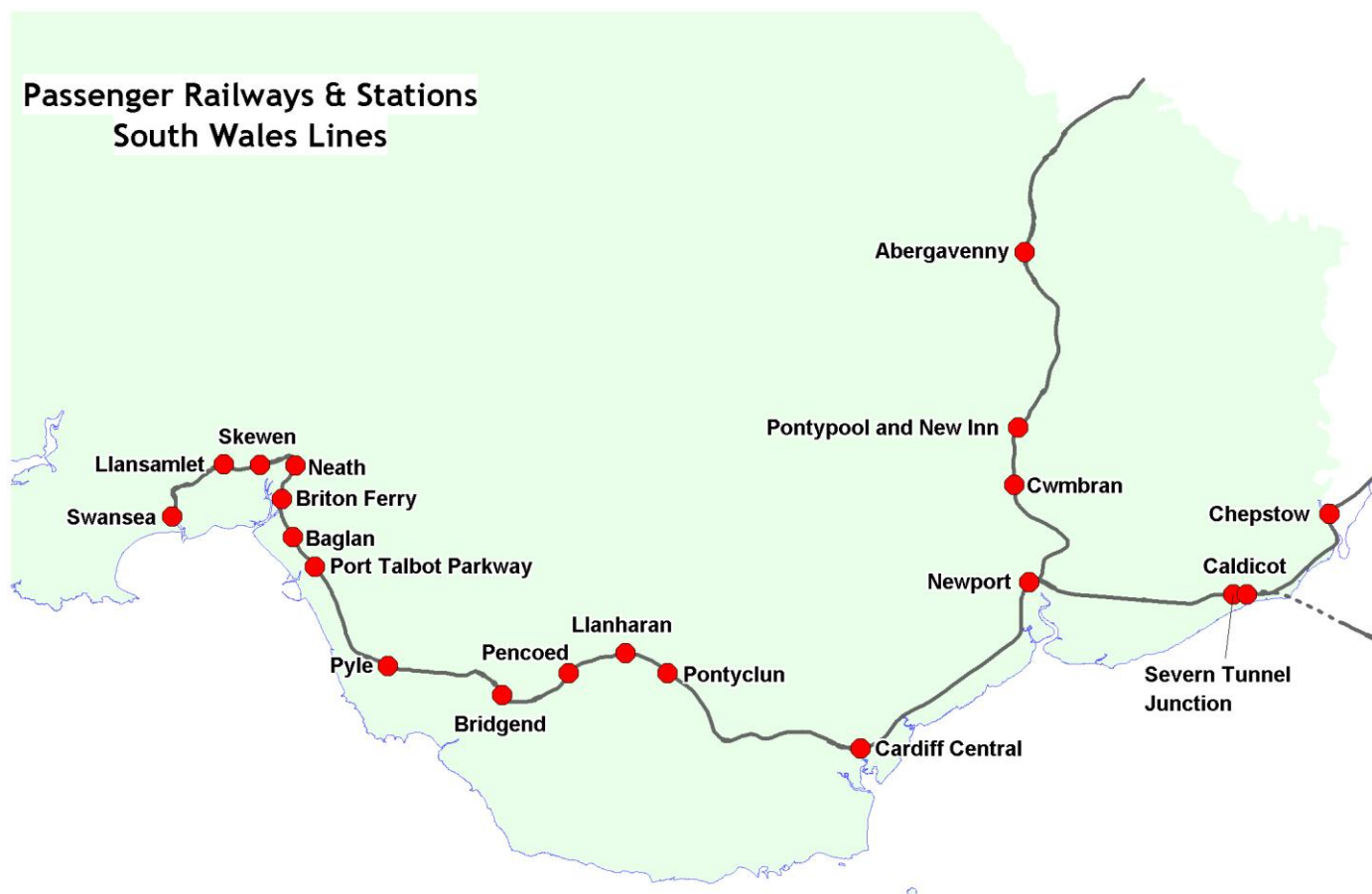**Table 13: Great Western Main Line station usage, 2010-11 to 2012-13**

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Newport	2,291,040	2,275,362	-0.7	2,250,258	-1.1
Cardiff Central	11,259,968	11,507,598	2.2	11,637,744	1.1
Bridgend	1,604,944	1,578,766	-1.6	1,547,098	-2.0
Port Talbot Parkway	478,844	478,466	-0.1	514,434	7.5
Neath	819,546	810,020	-1.2	806,264	-0.5
Swansea	2,155,906	2,148,352	-0.4	2,162,128	0.6

Source: ORR Estimates of Station Usage

- Between 2011-12 and 2012-13 there was a increase in the number of station entries/exits at half of all the stations on this branch; Port Talbot Parkway saw the largest rise, a year on year of 8 per cent;

- There was an average increase in station entries/exits of under 1 per cent on this line between 2011-12 and 2012-13.

Newport to Chepstow

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

Table 14: Newport to Chepstow station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Newport	2,291,040	2,275,362	-0.7	2,250,258	-1.1
Severn Tunnel Junction	176,518	188,582	6.8	205,814	9.1
Caldicot	83,292	85,426	2.6	87,750	2.7
Chepstow	188,374	203,476	8.0	208,316	2.4

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2011-12 and 2012-13 at all stations along the route except at Newport. The largest growth, an increase of 9 per cent, was at Severn Tunnel Junction;

- Excluding Newport, there was an average increase in station entries/exits of some 5 per cent on this route between 2011-12 and 2012-13.

Newport to Abergavenny

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

Table 15: Newport to Abergavenny station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Newport	2,291,040	2,275,362	-0.7	2,250,258	-1.1
Cwmbran	317,582	327,702	3.2	336,162	2.6
Pontypool & New Inn	40,590	49,180	21.2	54,878	11.6
Abergavenny	357,326	371,462	4.0	379,396	2.1

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2011-12 and 2012-13 at all stations along the route except at Newport. The largest growth, an increase of 12 per cent, was at Pontypool & New Inn;

- Excluding Newport, there was an average increase in station entries/exits of some 3 per cent on this route between 2011-12 and 2012-13.

Swanline

Swanline services run along the South Wales Main Line, calling at major and minor stations along the route between Cardiff Central and Swansea.
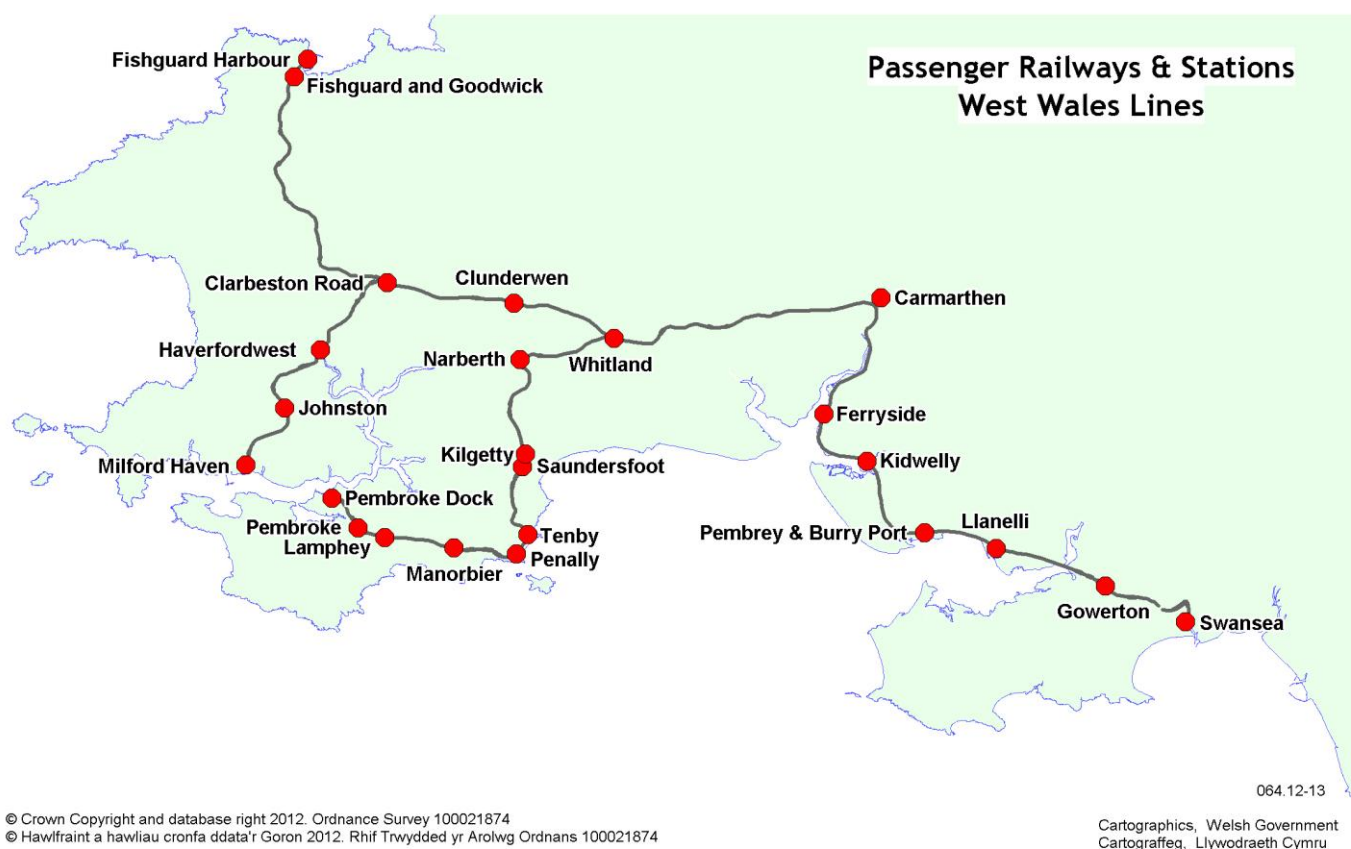
Table 16: Swanline station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Cardiff Central	11,259,968	11,507,598	2.2	11,637,744	1.1
Pontyclun	231,310	240,598	4.0	256,302	6.5
Pencoed	215,196	230,812	7.3	225,396	-2.3
Bridgend	1,604,944	1,578,766	-1.6	1,547,098	-2.0
Pyle	76,840	87,650	14.1	104,166	18.8
Port Talbot Parkway	478,844	478,466	-0.1	514,434	7.5
Baglan	17,642	19,638	11.3	20,828	6.1
Briton Ferry	31,748	32,492	2.3	30,798	-5.2
Neath	819,546	810,020	-1.2	806,264	-0.5
Skewen	34,042	37,186	9.2	34,848	-6.3
Llansamlet	32,330	32,550	0.7	34,008	4.5
Swansea	2,155,906	2,148,352	-0.4	2,162,128	0.6

Source: ORR Estimates of Station Usage

- 2012-13 saw a mix of rises and falls in the number of station entries/exits along the route. The largest growth, of some 19 per cent, was at Pyle, continuing the growth of the previous year (14 per cent);

- There was an average increase in station entries/exits of 1 per cent on this line between 2011-12 and 2012-13.

West Wales Lines

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

Passenger Railways & Stations
West Wales Lines

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Swansea to Pembroke Dock

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

Table 17: Swansea to Pembroke Dock station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Swansea	2,155,906	2,148,352	-0.4	2,162,128	0.6
Gowerton	66,346	77,852	17.3	84,244	8.2
Llanelli	394,130	403,292	2.3	402,778	-0.1
Pembrey and Burry Port	119,876	132,116	10.2	133,676	1.2
Kidwelly	21,198	23,548	11.1	25,270	7.3
Ferryside	21,454	19,836	-7.5	20,706	4.4
Carmarthen	398,786	421,428	5.7	434,220	3.0
Whitland	52,262	53,842	3.0	55,932	3.9
Narberth	17,484	18,544	6.1	19,622	5.8
Kilgetty	13,602	15,724	15.6	17,624	12.1
Saundersfoot	6,236	7,696	23.4	7,730	0.4
Tenby	105,482	112,304	6.5	108,878	-3.1
Penally	4,676	5,486	17.3	5,136	-6.4
Manorbier	7,480	7,746	3.6	7,582	-2.1
Lamphey	4,342	4,482	3.2	3,812	-14.9
Pembroke	29,532	31,578	6.9	29,868	-5.4
Pembroke Dock	45,640	48,612	6.5	47,686	-1.9

Source: ORR Estimates of Station Usage

- In 2012-13 there were increases in the number of station entries/exits at the majority of the stations along the line compared with 2011-12. The largest growth, of some 12 per cent, was at Kilgetty with the largest fall being some 15 per cent at Lamphey;

- There was an average increase in station entries/exits of some 1 per cent on this line between 2011-12 and 2012-13.

Swansea to Milford Haven and Fishguard

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

Table 18: Swansea to Milford Haven & Fishguard station usage, 2010-11 to 2012-13
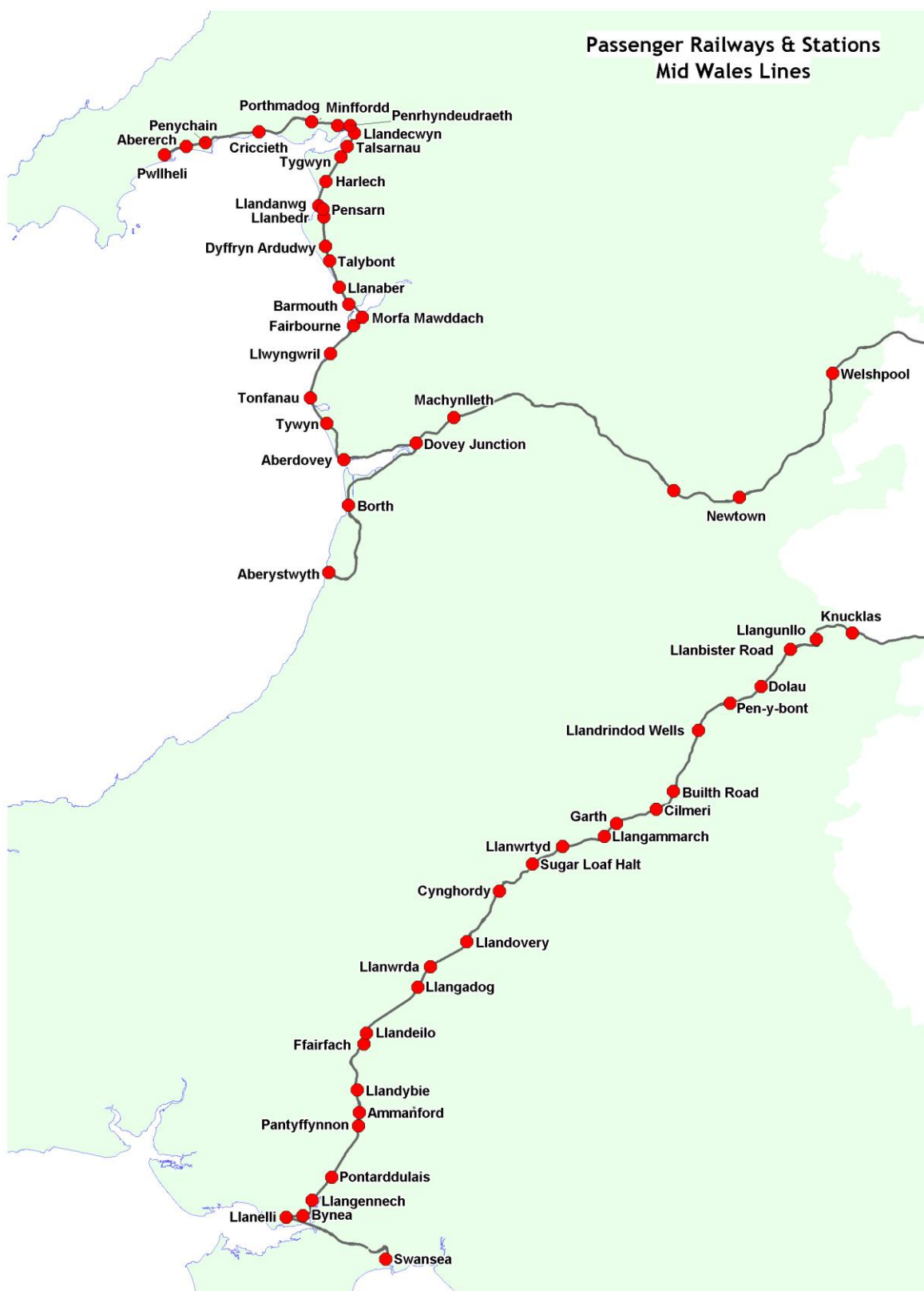
Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Swansea	2,155,906	2,148,352	-0.4	2,162,128	0.6
Gowerton	66,346	77,852	17.3	84,244	8.2
Llanelli	394,130	403,292	2.3	402,778	-0.1
Pembrey and Burry Port	119,876	132,116	10.2	133,676	1.2
Kidwelly	21,198	23,548	11.1	25,270	7.3
Ferryside	21,454	19,836	-7.5	20,706	4.4
Carmarthen	398,786	421,428	5.7	434,220	3.0
Whitland	52,262	53,842	3.0	55,932	3.9
Clunderwen	22,072	24,782	12.3	24,196	-2.4
Clarbeston Road	6,832	8,462	23.9	9,146	8.1
Haverfordwest	143,838	145,696	1.3	141,576	-2.8
Johnston	6,762	6,476	-4.2	7,216	11.4
Milford Haven	56,546	62,040	9.7	62,812	1.2
Fishguard & Goodwick	.	.	.	12,072	.
Fishguard Harbour	30,832	38,828	25.9	35,520	-8.5

Source: ORR Estimates of Station Usage

- In 2011-12 there were increases in the number of station entries/exits at all but 4 of the stations along the line compared with 2011-12. The largest rises were seen at Johnston, Gowerton and Clarbeston Road with 11 per cent, 8 per cent and 8 per cent respectively;

- There was an average increase in station entries/exits of some 1 per cent on this line between 2011-12 and 2012-13.

Mid Wales Lines

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

Passenger Railways & Stations
Mid Wales Lines

064.12-13

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Heart of Wales Line

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

Table 19: Heart of Wales Line station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Swansea	2,155,906	2,148,352	-0.4	2,162,128	0.6
Llanelli	394,130	403,292	2.3	402,778	-0.1
Bynea	1,376	1,430	3.9	1,490	4.2
Llangennech	1,834	2,004	9.3	2,008	0.2
Pontarddulais	5,052	4,272	-15.4	4,404	3.1
Pantyffynnon	4,270	3,886	-9.0	4,388	12.9
Ammanford	19,256	18,892	-1.9	20,412	8.0
Llandybie	7,120	7,698	8.1	7,474	-2.9
Ffairfach	2,302	2,490	8.2	2,568	3.1
Llandeilo	14,518	15,338	5.6	16,368	6.7
Llangadog	5,436	5,512	1.4	5,558	0.8
Llanwrda	2,268	2,082	-8.2	2,210	6.1
Llandovery	20,050	20,094	0.2	17,628	-12.3
Cynghordy	1,628	1,166	-28.4	1,752	50.3
Sugar Loaf	84	120	42.9	144	20.0
Llanwrtyd	9,316	8,806	-5.5	8,876	0.8
Llangammarch	3,146	2,998	-4.7	2,674	-10.8
Garth	1,032	1,278	23.8	1,256	-1.7
Cilmeri	1,690	1,830	8.3	1,776	-3.0
Builth Road	9,124	9,028	-1.1	9,526	5.5
Llandrindod	47,732	47,182	-1.2	42,768	-9.4
Pen-y-Bont	1,490	1,652	10.9	1,444	-12.6
Dolau	2,430	1,658	-31.8	1,520	-8.3
Llanbister Road	1,172	1,554	32.6	1,596	2.7
Llangynllo	1,032	1,046	1.4	958	-8.4
Knucklas	3,998	4,994	24.9	4,504	-9.8

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2011-12 and 2012-13 at the majority of the stations along the line. The largest growth, of some 50 per cent, was at Cynghordy with the largest fall of some 13 per cent at Pen-y-Bont;

- The average number of station entries/exits on this line remained stable between 2011-12 and 2012-13.

Cambrian Main Line

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

Table 20: Cambrian Main Line station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Welshpool	105,590	114,364	8.3	117,254	2.5
Newtown	119,194	126,110	5.8	123,578	-2.0
Caersws	42,272	44,872	6.2	46,486	3.6
Machynlleth	121,390	132,162	8.9	130,358	-1.4
Dovey Junction	1,482	1,288	-13.1	1,694	31.5
Borth	60,088	56,790	-5.5	55,848	-1.7
Aberystwyth	310,870	326,274	5.0	322,562	-1.1

Source: ORR Estimates of Station Usage

- There were decrease in the number of station entries/exits between 2011-12 and 2012-13 in the majority of the stations along the line, however numbers at Dovey Junction saw a rise of 32 per cent;

- There was an average decrease in station entries/exits of under one per cent on this line between 2011-12 and 2012-13.

Cambrian Coast Line

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

Table 21: Cambrian Coast Line station usage, 2010-11 to 2012-13

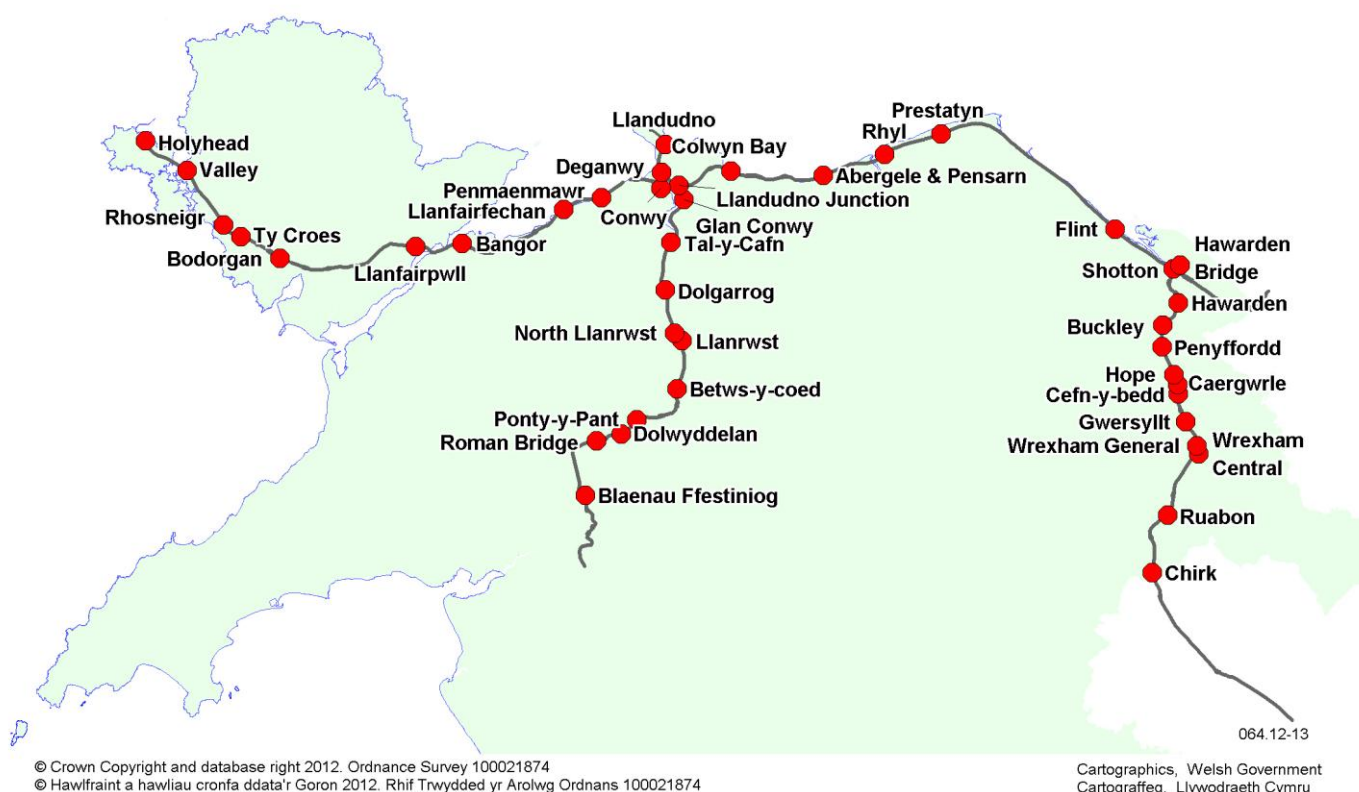| Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Machynlleth	121,390	132,162	8.9	130,358	-1.4
Dovey Junction	1,482	1,288	-13.1	1,694	31.5
Penhelig	10,338	10,054	-2.7	9,228	-8.2
Aberdovey	32,190	36,696	14.0	33,612	-8.4
Tywyn	109,506	116,352	6.3	109,278	-6.1
Tonfanau	2,726	2,150	-21.1	2,240	4.2
Llwyngwril	37,426	39,736	6.2	38,678	-2.7
Fairbourne	45,830	47,194	3.0	44,130	-6.5
Morfa Mawddach	9,936	9,614	-3.2	10,902	13.4
Barmouth	167,268	173,762	3.9	167,324	-3.7
Llanaber	3,140	2,496	-20.5	3,928	57.4
Talybont	21,406	19,972	-6.7	20,374	2.0
Dyffryn Ardudwy	20,274	20,780	2.5	21,156	1.8
Llanbedr	12,252	11,460	-6.5	10,020	-12.6
Pensarn	2,084	2,016	-3.3	2,362	17.2
Llandanwg	4,756	5,634	18.5	5,466	-3.0
Harlech	127,372	127,264	-0.1	115,582	-9.2
Tygwyn	2,048	1,418	-30.8	1,938	36.7
Talsarnau	9,742	12,068	23.9	9,942	-17.6
Llandecwyn	1,906	1,418	-25.6	998	-29.6
Penrhyndeudraeth	66,000	60,908	-7.7	49,240	-19.2
Minffordd	14,452	12,120	-16.1	14,252	17.6
Porthmadog	75,690	80,894	6.9	76,428	-5.5
Criccieth	22,208	24,580	10.7	23,328	-5.1
Penychain	2,394	3,060	27.8	3,252	6.3
Abererch	1,620	1,786	10.2	1,214	-32.0
Pwllheli	68,198	62,590	-8.2	44,520	-28.9

Source: ORR Estimates of Station Usage

- There were decreases in the number of station entries/exits between 2011-12 and 2012-13at many of the stations along the line. The largest growth, of some 57 per cent, was at Llanaber with the largest fall of some 32 per cent at Abererch;

- There was an average increase in station entries/exits of some 7 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

064.12-13

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North Wales Coast Line

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

Table 22: North Wales Coast Line station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Shotton	218,370	246,270	12.8	246,270	0.0
Flint	259,546	279,762	7.8	270,682	-3.2
Prestatyn	335,994	362,202	7.8	362,116	0.0
Rhyl	609,178	633,700	4.0	612,004	-3.4
Abergele & Pensarn	76,650	84,488	10.2	81,476	-3.6
Colwyn Bay	299,222	309,394	3.4	309,774	0.1
Llandudno Junction	333,848	356,720	6.9	345,692	-3.1
Conwy	32,156	38,130	18.6	38,412	0.7
Penmaenmawr	13,130	12,770	-2.7	13,834	8.3
Llanfairfechan	12,664	13,536	6.9	12,892	-4.8
Bangor	633,664	676,858	6.8	680,102	0.5
Llanfair PG	15,498	17,826	15.0	17,926	0.6
Bodorgan	7,314	8,406	14.9	7,736	-8.0
Ty Croes	4,612	3,718	-19.4	4,066	9.4
Rhosneigr	15,292	15,782	3.2	16,494	4.5
Valley	16,768	17,676	5.4	17,968	1.7
Holyhead	241,210	242,770	0.6	237,772	-2.1

Source: ORR Estimates of Station Usage

- In 2012-13 there were a mix of rises and falls in the number of station entries/exits at the stations along this line compared with 2011-12. The largest growth, of some 9 per cent, was at Ty Croes with the largest fall being some 8 per cent at Bodorgan;

- There was an average increase in station entries/exits of some 1 per cent on this line between 2011-12 and 2012-13.

Conwy Valley Line

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

Table 23: Conwy Valley Line station usage, 2010-11 to 2012-13

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

Source: ORR Estimates of Station Usage

- In 2012-13 there were a mix of rises and falls in the number of station entries/exits at the stations along this line compared with 2011-12. The largest growth, of some 55 per cent was at North Llanrwst with Deganwy seeing the only fall of some 19 per cent;

- There was an average decrease in station entries/exits of some 3 per cent on this line between 2011-12 and 2012-13.

Borderlands Line

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

Table 24: Borderlands Line station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Wrexham Central	31,952	33,098	3.6	41,746	26.1
Wrexham General	613,618	622,466	1.4	615,306	-1.2
Gwersyllt	34,026	35,524	4.4	37,386	5.2
Cefn-y-Bedd	9,284	8,898	-4.2	9,372	5.3
Caergwrle	22,186	21,886	-1.4	24,264	10.9
Hope	24,186	25,522	5.5	27,652	8.3
Penyffordd	21,082	21,856	3.7	21,212	-2.9
Buckley	51,472	52,404	1.8	52,100	-0.6
Hawarden	37,896	39,140	3.3	38,156	-2.5
Shotton	218,370	246,270	12.8	246,270	0.0
Hawarden Bridge	4,540	4,472	-1.5	5,422	21.2

Source: ORR Estimates of Station Usage

- In 2012-13 there were a mix of rises and falls in the number of station entries/exits at the stations along this line compared with 2011-12. The largest growth, of some 26 per cent was at Wrexham Central with the largest fall of some 3 per cent at Penyffordd;

- There was an average increase in station entries/exits of 1 per cent on this line between 2011-12 and 2012-13.

Wrexham to Chirk

This route is part of the Shrewsbury to Chester line.

Table 25: Wrexham to Chirk station usage, 2010-11 to 2012-13

Station	2010-11 Entries & Exits	2011-12 Entries & Exits	Year on year change (%)	2012-13 Entries & Exits	Year on year change (%)
Wrexham General	613,618	622,466	1.4	615,306	-1.2
Ruabon	77,014	82,110	6.6	93,796	14.2
Chirk	60,356	65,998	9.3	72,116	9.3

Source: ORR Estimates of Station Usage

- There were increases in the number of station entries/exits between 2011-12 and 2012-13 at two of the three stations along the route. The largest growth, of some 14 per cent was at Ruabon;

- There was an average increase in station entries/exits of some 1 per cent on this route between 2011-12 and 2012-13.

Key Quality Information

1 Data Source

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

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

2 Definitions

2.1 Coverage

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

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

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

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

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

2.2 Types of Infills and Other Definitions

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

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

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

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

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

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

2.3 Symbols

The following symbols have been used throughout the publication:

. data item is not applicable

3 Comparability

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

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