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## Rail Station Usage in Wales during 2016-17

### Key results

The total number of station entries/exits in Welsh stations has risen every year since 2005-06.

- There was a 1.3 per cent increase in the number of station entries/exits in Wales in 2016-17 compared to the previous year ([Table 2](#)).

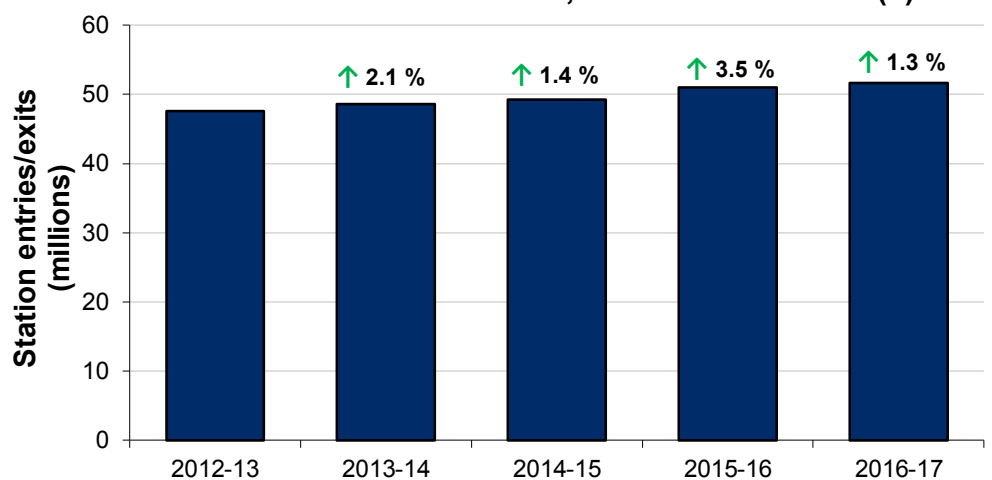
In 2016-17 there were 222 rail stations in Wales, the same as last year ([Table 3](#)).

- Cardiff Central remains the busiest station in Wales with 24 per cent of all station entries/exits ([Table 1](#)).
- Rail station usage in Wales accounts for around 1.8 per cent of the UK total ([Chart 2](#)).

Most South Wales and West Wales lines saw increases in usage this year, but there were falls amongst the Mid Wales and North Wales lines.

- 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](#)).

**Chart 1: Station entries/exits in Wales, 2012-13 to 2016-17 (a)**



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

**Notes:**

(a) Percentage change is compared to previous year

### About this bulletin

This bulletin reports on the usage of rail stations in Wales. Information covers each station in Wales for the 2016-17 financial years for Wales and the UK as a whole back to 2012-13. 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 publishes a spreadsheet which lists the estimated station entries and station exits for each station on the UK rail network.

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## Busiest stations in Wales



In 2016-17 the total number of entries/exits at Welsh Stations increased by 1.3 per cent on the previous year. Furthermore, 24 per cent of all station entries/exits in Wales occurred in Cardiff Central station.

**Table 1: 20 busiest stations in Wales by station entries/exits, 2015-16 to 2016-17**

*number and percentage*

Rail Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Cardiff Central	12,744,582	12,534,884	↓ 1.6
Cardiff Queen Street	2,643,568	2,850,984	↑ 7.8
Newport (Gwent)	2,560,868	2,614,150	↑ 2.1
Swansea	2,158,992	2,130,154	↓ 1.3
Bridgend	1,540,674	1,524,162	↓ 1.1
Cardiff Bay	1,190,780	1,242,214	↑ 4.3
Cathays	903,646	954,372	↑ 5.6
Neath	837,116	818,584	↓ 2.2
Trefforest	800,548	809,930	↑ 1.2
Pontypridd	777,508	801,850	↑ 3.1
Caerphilly	743,856	757,094	↑ 1.8
Barry Island	653,778	711,812	↑ 8.9
Bangor (Gwynedd)	673,626	657,050	↓ 2.5
Penarth	612,810	633,412	↑ 3.4
Aberdare	566,904	569,364	↑ 0.4
Merthyr Tydfil	580,554	550,216	↓ 5.2
Rhyl	537,304	534,460	↓ 0.5
Barry	543,764	532,602	↓ 2.1
Wrexham General	537,962	522,218	↓ 2.9
Treherbert	510,248	508,624	↓ 0.3
Other Welsh stations	18,899,606	19,410,694	↑ 2.7
<b>All Welsh stations</b>	<b>51,018,694</b>	<b>51,668,830</b>	<b>↑ 1.3</b>

Source: WG analysis of ORR estimates of station usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

Of the 20 busiest rail stations in 2016-17:

- Cardiff Central was the busiest station and almost 5 times busier than the next closest station which was Cardiff Queen Street. The number of entries and exits at Cardiff Central fell by 1.6 per cent when compared to 2015-16 station entries and exits
- half had increases, which ranged from 0.4 to 8.9 per cent compared to last year
- half had decreases, of between 0.3 and 5.2 per cent compared to last year
- Barry Island had the largest percentage increase at 8.9 per cent compared to last year
- Merthyr Tydfil had the largest percentage decrease at 5.2 per cent compared to last year.

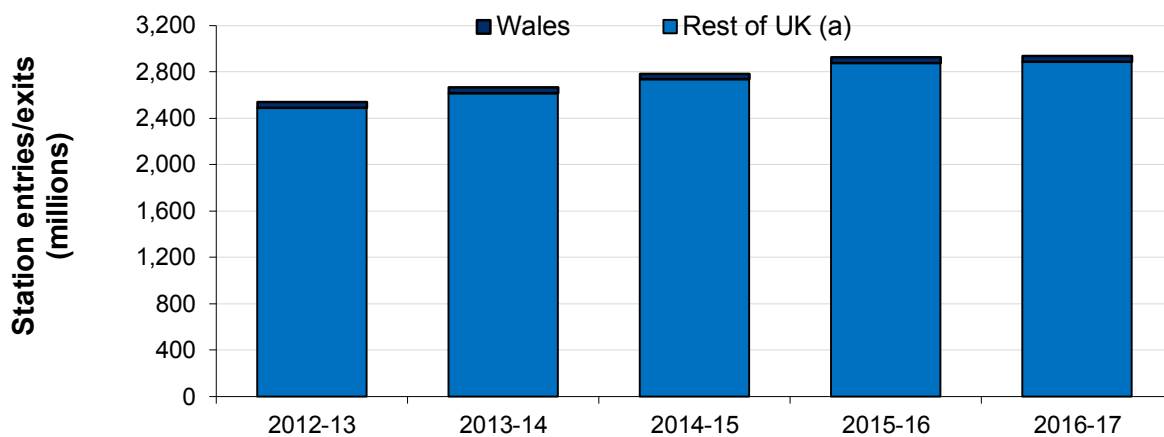
## Comparisons with the UK

Rail station usage in Wales accounted for 1.8 per cent of the UK total in 2016-17. [Chart 2](#) and [Table 2](#) show the steady growth in rail travel over the last 5 years with entries/exits in the UK up by 15.8 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 2012-13 and 2016-17 Wales represented between 1.7 and 1.9 per cent of all station entries/exits in the rest of the UK
- usage of Welsh stations rose slightly as a percentage of all UK rail station usage in 2016-17.

**Chart 2: Station entries/exits in Wales, comparison with the UK, 2012-13 to 2016-17**



Source: WG analysis of ORR estimates of station usage

**Notes:**

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

When comparing station entries/exits with the UK:

- since 2012-13, year on year increases in the percentage changes have been reported for both Wales and the UK of between 0.8 and 5.1 per cent
- since 2012-13, usage in Wales has increased at a slower rate than across the UK.

**Table 2: Station entries/exits in Wales, comparison with the UK, 2012-13 to 2016-17***Millions and percentage change*

Year	Wales		UK	
	Number	Percentage change (a)	Number	Percentage change (a)
2012-13	47.6	..	2,538	..
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
2016-17	51.7	↑ 1.3	2,939	↑ 0.4

Source: WG analysis of ORR estimates of station usage

**Notes:**

(a) Percentage change is compared to previous year

.. Percentage change not calculated

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 2016-17, no new rail stations opened in Wales. Across the rest of the UK there were 3 more rail stations when compared to 2015-16.
- Since 2012-13, 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, 2012-13 to 2016-17***number and percentage*

Year	Wales	Percentage change (a)	UK	Percentage change (a)
2012-13	219	..	2,535	..
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
2016-17	222	-	2,560	↑ 0.1

Source: WG analysis of ORR estimates of station usage

**Notes:**

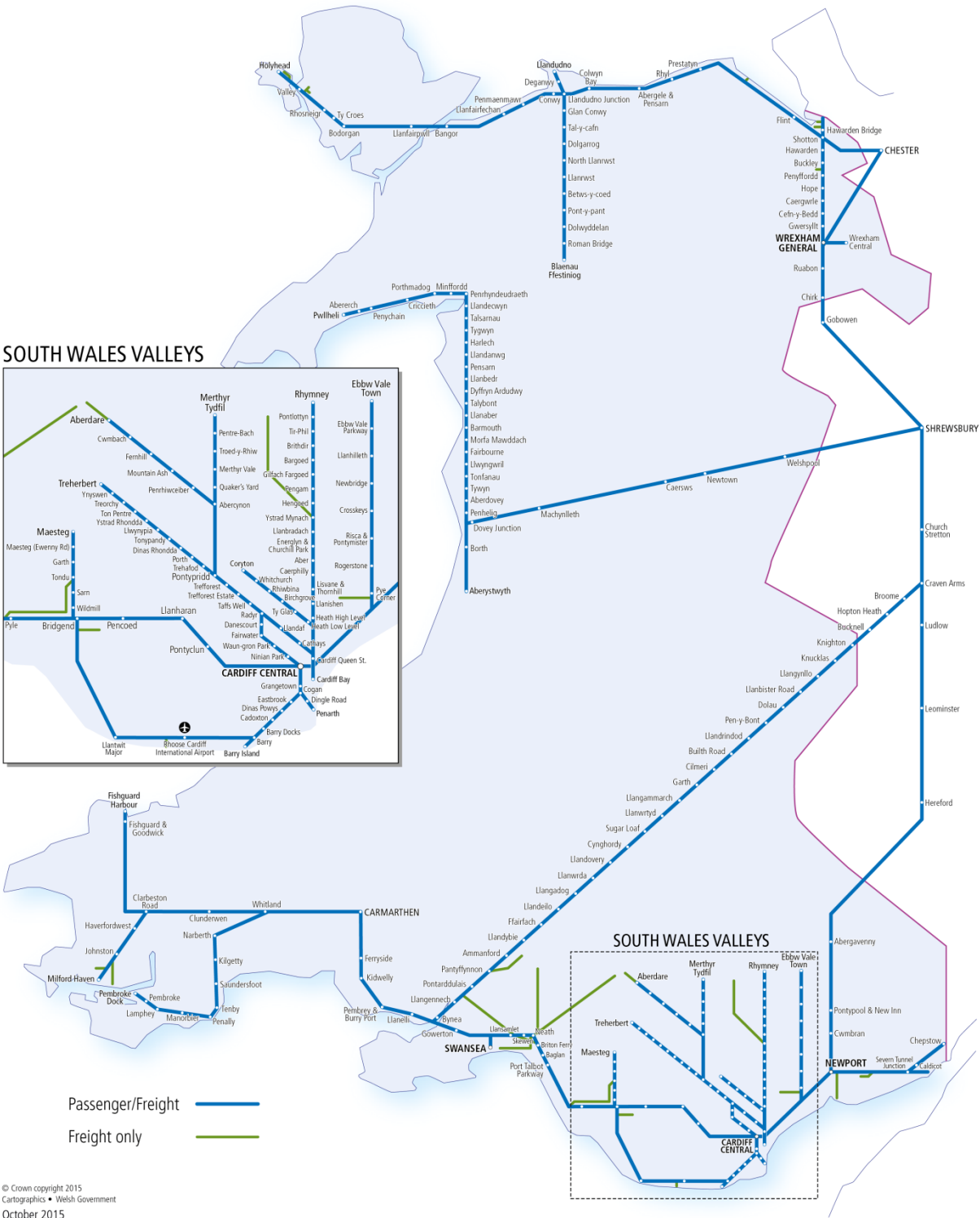
(a) Percentage change is compared to previous year

.. Percentage change not calculated

Figure 1: Rail station in Wales 2016-17

# WALES

# Rail Network



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OGL

## 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.



## 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 2016-17:

- the number of station entries/exits at Cardiff Bay station continued to increase, with a 4.3 per cent rise.

**Table 4: Butetown Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage Change (a)
Cardiff Queen Street	2,643,568	2,850,984	↑ 7.8
Cardiff Bay	1,190,780	1,242,214	↑ 4.3

Source: WG analysis of ORR Estimates of Station Usage

### Notes:

(a) Percentage change = change in 2016-17 when compared to 2015-16

## City line

The City Line runs from Radyr to Coryton linking a number of suburban stations with Cardiff Central and Cardiff Queen Street. In 2016-17:

- there was a rise in station entries/exits at all stations along the line apart from Coryton and Cardiff Central
- Ninian Park had the largest percentage increase in entries/exits at 18.8 per cent when compared to 2015-16. The increases at Ninian Park and Waun-Gron Park may be explained by an increase in employment in Cardiff
- apart from Cardiff Central, Coryton was the only station on this line to have a decrease in the number of entries/exits (10.2 per cent) when compared to 2015-16
- excluding Cardiff Central and Cardiff Queen Street, there was an increase in station entries/exits of 5.7 per cent on this line compared with 2015-16.

**Table 5: City Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Radyr	478,946	501,696	↑ 4.8
Danescourt	104,278	107,740	↑ 3.3
Fairwater	70,910	77,216	↑ 8.9
Waun-Gron Park	78,000	88,652	↑ 13.7
Ninian Park	105,784	125,622	↑ 18.8
Cardiff Central	12,744,582	12,534,884	↓ 1.6
Cardiff Queen Street	2,643,568	2,850,984	↑ 7.8
Heath Low Level	58,066	61,536	↑ 6.0
Ty Glas	180,420	204,158	↑ 13.2
Birchgrove	51,688	56,326	↑ 9.0
Rhiwbina	78,374	90,192	↑ 15.1
Whitchurch (South Glamorgan)	20,340	23,102	↑ 13.6
Coryton	250,250	224,794	↓ 10.2
<b>Total (b)</b>	<b>1,477,056</b>	<b>1,561,034</b>	<b>↑ 5.7</b>
<b>All Stations Total</b>	<b>16,865,206</b>	<b>16,946,902</b>	<b>↑ 0.5</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

(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 2016-17:

- half of the stations along the line saw a rise in station entries/exits, with the other half seeing falls
- Dingle Road had the largest increase in entries/exits at 18.2 per cent and Dinas Powys had the largest decrease at 5.9 per cent
- excluding Cardiff Central and Bridgend, there was an increase in station entries/exits of 2.5 per cent on this line compared with 2015-16.

**Table 6: Vale of Glamorgan Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Cardiff Central	12,744,582	12,534,884	↓ 1.6
Grangetown (South Glamorgan)	196,284	206,760	↑ 5.3
Dingle Road	91,448	108,090	↑ 18.2
Penarth	612,810	633,412	↑ 3.4
Cogan	316,528	317,012	↑ 0.2
Eastbrook	176,506	174,262	↓ 1.3
Dinas Powys	103,106	97,050	↓ 5.9
Cadoxton	282,134	287,136	↑ 1.8
Barry Docks	215,932	224,246	↑ 3.9
Barry	543,764	532,602	↓ 2.1
Barry Island	653,778	711,812	↑ 8.9
Rhoose (Cardiff Int Airpt)	182,750	181,272	↓ 0.8
Llantwit Major	304,630	297,958	↓ 2.2
Bridgend	1,540,674	1,524,162	↓ 1.1
<b>Total (b)</b>	<b>3,679,670</b>	<b>3,771,612</b>	<b>↑ 2.5</b>
<b>All Stations Total</b>	<b>17,964,926</b>	<b>17,830,658</b>	<b>↓ 0.7</b>

Source: WG analysis of ORR Estimates of Station Usage

### Notes:

(a) Percentage change = change in 2016-17 when compared to 2015-16

(b) Total without Cardiff Central and Bridgend



## Merthyr line

The Merthyr line links Cardiff Central station with Merthyr Tydfil via Pontypridd and Abercynon. In 2016-17:

- there was a rise in the number of station entries/exits for 8 of the 15 stations along the route. All stations north of Abercynon saw decreases
- the fall of 18.5 per cent at Trefforest Estate may be attributable to a drop in employment at the local industrial estate
- the number of station entries/exits at the line's terminus at Merthyr Tydfil fell by 5.2 per cent
- excluding Cardiff Central and Queen St, there was an annual increase in station entries/exits of 1.1 per cent on this line compared to 2015-16.

**Table 7: Merthyr Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Cardiff Central	12,744,582	12,534,884	↓ 1.6
Cardiff Queen Street	2,643,568	2,850,984	↑ 7.8
Cathays	903,646	954,372	↑ 5.6
Llandaf	466,672	469,036	↑ 0.5
Radyr	478,946	501,696	↑ 4.8
Taffs Well	344,718	361,606	↑ 4.9
Trefforest Estate	113,720	92,672	↓ 18.5
Trefforest	800,548	809,930	↑ 1.2
Pontypridd	777,508	801,850	↑ 3.1
Abercynon	275,404	293,638	↑ 6.6
Quaker's Yard	84,404	69,900	↓ 17.2
Merthyr Vale	63,304	52,070	↓ 17.7
Troed-y-Rhiw	48,940	38,358	↓ 21.6
Pentre-Bach	27,176	22,450	↓ 17.4
Merthyr Tydfil	580,554	550,216	↓ 5.2
<b>Total (b)</b>	<b>4,965,540</b>	<b>5,017,794</b>	<b>↑ 1.1</b>
<b>All Stations Total</b>	<b>20,353,690</b>	<b>20,403,662</b>	<b>↑ 0.2</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

(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 2016-17:

- while the number of station entries/exits generally saw an increase in 2016-17 along this branch, 6 stations on this line saw reductions in entries/exits
- apart from the line's terminus at Aberdare (which saw a 0.4 per cent increase), all stations north of Abercynon saw decreases in 2016-17 when compared to 2015-16
- excluding Cardiff Central and Queen St, there was an annual increase in station entries/exits of 2.3 per cent on this line compared to 2015-16.

**Table 8: Aberdare Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Cardiff Central	12,744,582	12,534,884	↓ 1.6
Cardiff Queen Street	2,643,568	2,850,984	↑ 7.8
Cathays	903,646	954,372	↑ 5.6
Llandaf	466,672	469,036	↑ 0.5
Radyr	478,946	501,696	↑ 4.8
Taffs Well	344,718	361,606	↑ 4.9
Trefforest Estate	113,720	92,672	↓ 18.5
Trefforest	800,548	809,930	↑ 1.2
Pontypridd	777,508	801,850	↑ 3.1
Abercynon	275,404	293,638	↑ 6.6
Penrhiwceiber	48,784	44,000	↓ 9.8
Mountain Ash	98,920	93,664	↓ 5.3
Fernhill	26,256	24,520	↓ 6.6
Cwmbach	24,606	22,798	↓ 7.3
Aberdare	566,904	569,364	↑ 0.4
<b>Total (b)</b>	<b>4,926,632</b>	<b>5,039,146</b>	<b>↑ 2.3</b>
<b>All Stations total</b>	<b>20,314,782</b>	<b>20,425,014</b>	<b>↑ 0.5</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

(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 2016-17:

- the number of station entries/exits increased at all but 3 of the Rhondda Line stations, with Treorchy having the largest percentage increase, which may be explained by the expansion of the local comprehensive school
- there was an annual decrease of 0.3 per cent in the number of station entries/exits at the line's terminus at Treherbert
- excluding Cardiff Central and Queen St, there was an increase in station entries/exits of 6.8 per cent on this line compared with 2015-16.

**Table 9: Rhondda Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>				
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)	
Cardiff Central	12,744,582	12,534,884	↓	1.6
Cardiff Queen Street	2,643,568	2,850,984	↑	7.8
Cathays	903,646	954,372	↑	5.6
Llandaf	466,672	469,036	↑	0.5
Radyr	478,946	501,696	↑	4.8
Taffs Well	344,718	361,606	↑	4.9
Trefforest Estate	113,720	92,672	↓	18.5
Trefforest	800,548	809,930	↑	1.2
Pontypridd	777,508	801,850	↑	3.1
Trehafod	34,318	37,312	↑	8.7
Porth	313,692	341,742	↑	8.9
Dinas (Mid Glamorgan	50,456	57,814	↑	14.6
Tonypandy	82,036	114,840	↑	40.0
Llwynypia	54,048	61,348	↑	13.5
Ystrad Rhondda	44,600	56,398	↑	26.5
Ton Pentre	43,858	74,984	↑	71.0
Treorchy	70,864	186,526	↑	163.2
Ynyswen	9,376	13,346	↑	42.3
Treherbert	510,248	508,624	↓	0.3
<b>Total (b)</b>	<b>5,099,254</b>	<b>5,444,096</b>	↑	<b>6.8</b>
<b>All Stations Total</b>	<b>20,487,404</b>	<b>20,829,964</b>	↑	<b>1.7</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

(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 2016-17:

- while the number of station entries/exits generally saw an increase in 2016-17 along this line, 5 stations saw reductions in entries/exits
- there was an increase of 0.9 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 increase in station entries/exits of 3.5 per cent on this line compared with 2015-16.

**Table 10: Rhymney Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Cardiff Central	12,744,582	12,534,884	↓ 1.6
Cardiff Queen Street	2,643,568	2,850,984	↑ 7.8
Heath High Level	413,086	429,698	↑ 4.0
Llanishen	250,508	267,248	↑ 6.7
Lisvane and Thornhill	211,870	210,170	↓ 0.8
Caerphilly	743,856	757,094	↑ 1.8
Aber	214,996	227,270	↑ 5.7
Energlyn & Churchill Park	74,206	86,422	↑ 16.5
Llanbradach	85,884	91,218	↑ 6.2
Ystrad Mynach	340,672	348,808	↑ 2.4
Hengoed	129,134	143,858	↑ 11.4
Pengam	471,778	490,342	↑ 3.9
Gilfach Fargoed	3,882	3,152	↓ 18.8
Bargoed	210,480	215,054	↑ 2.2
Brithdir	14,928	15,254	↑ 2.2
Tir-Phil	26,534	22,986	↓ 13.4
Pontlloftyn	21,860	21,764	↓ 0.4
Rhymney	189,382	191,168	↑ 0.9
<b>Total (b)</b>	<b>3,403,056</b>	<b>3,521,506</b>	<b>↑ 3.5</b>
<b>All Stations Total</b>	<b>18,791,206</b>	<b>18,907,374</b>	<b>↑ 0.6</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

(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 2016-17:

- excluding Cardiff Central, half of the stations on this line saw an increase in 2016-17, with the other half seeing a decrease
- the number of station entries/exits at the line's terminus at Maesteg increased by 3.1 per cent
- excluding Cardiff Central and Bridgend, there was an average annual increase in station entries/exits of 1.2 per cent on this line compared with 2015-16.

**Table 11: Maesteg Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>				
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)	
Cardiff Central	12,744,582	12,534,884	↓	1.6
Pontyclun	301,474	302,896	↑	0.5
Llanharan	169,428	173,626	↑	2.5
Pencoed	236,902	233,420	↓	1.5
Bridgend	1,540,674	1,524,162	↓	1.1
Wildmill	22,446	25,414	↑	13.2
Sarn	62,970	60,192	↓	4.4
Tondu	41,222	47,226	↑	14.6
Garth (Mid-Glamorgan)	12,796	12,036	↓	5.9
Maesteg (Ewenny Road)	4,426	3,090	↓	30.2
Maesteg	184,906	190,718	↑	3.1
<b>Total (b)</b>	<b>1,036,570</b>	<b>1,048,618</b>	↑	<b>1.2</b>
<b>All Stations Total</b>	<b>15,321,826</b>	<b>15,107,664</b>	↓	<b>1.4</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

(b) Total without Cardiff Central and Bridgend

## Ebbw Valley line

The Ebbw Valley line links Cardiff Central to Ebbw Vale Parkway. In 2016-17:

- while the number of station entries/exits generally saw an increase in 2016-17 along this line, 3 stations saw reductions in entries/exits
- the 28.4 per cent increase at Pye Corner is a result of continued growth after the station opened in December 2014
- the 43.8 per cent reduction at Ebbw Vale Parkway is due to the opening of a new station at Ebbw Vale Town in June 2015. The number of entries/exits at Ebbw Vale Parkway and Ebbw Vale Town combined increased by 7.4 per cent between 2015-16 and 2016-17.
- excluding Cardiff Central, the average annual number of station entries/exits on this line increased by 8.2 per cent when compared with 2015-16.

**Table 12: Ebbw Valley Line station usage, 2015-16 to 2016-17**

				<i>Number and percent</i>	
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)		
Cardiff Central	12,744,582	12,534,884	↓	1.6	
Pye Corner	63,332	81,342	↑	28.4	
Rogerstone	85,658	90,088	↑	5.2	
Risca and Pontymister	100,960	111,344	↑	10.3	
Crosskeys	118,742	118,604	↓	0.1	
Newbridge	127,100	135,866	↑	6.9	
Llanhilleth	80,090	87,736	↑	9.5	
Ebbw Vale Parkway	101,634	57,108	↓	43.8	
Ebbw Vale Town	167,642	232,206			**
<b>Total (b)</b>	<b>845,158</b>	<b>914,294</b>	↑	<b>8.2</b>	
<b>All Stations Total</b>	<b>13,589,740</b>	<b>13,449,178</b>	↓	<b>1.0</b>	

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

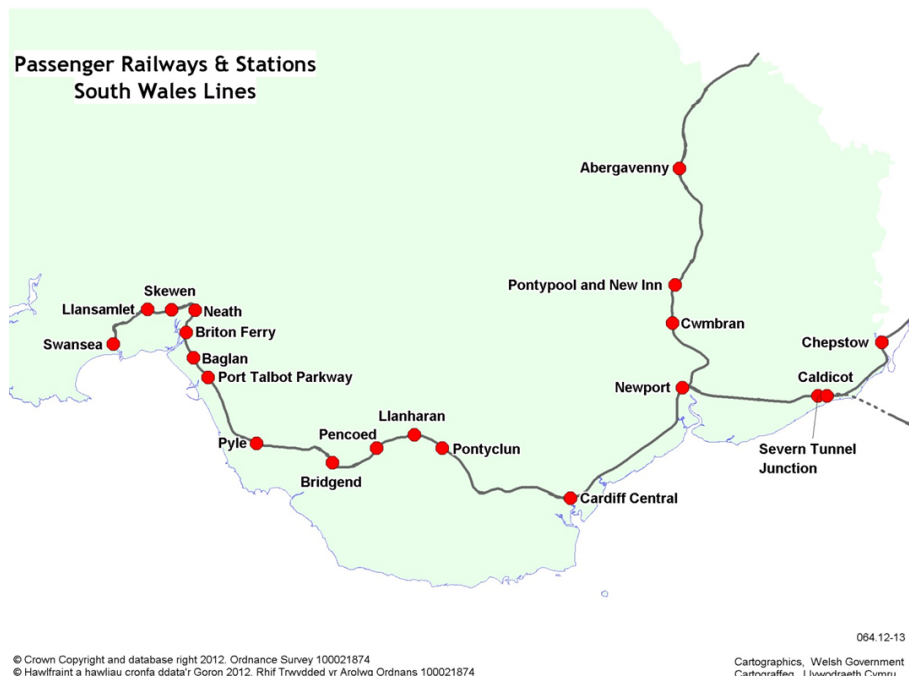
(a) Percentage change = change in 2016-17 when compared to 2015-16

(b) Total without Cardiff Central

\*\* Station opened in June 2015 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 Swaneline, 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.



## 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 2016-17:

- there was a decrease in all stations on this line apart from Newport and Port Talbot Parkway, which increased by 2.1 per cent and 0.4 per cent respectively
- there was a decrease in station entries/exits of 1.1 per cent on this line compared with 2015-16.

**Table 13: Great Western Main Line station usage, 2015-16 to 2016-17**

Station	Number and percent		
	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change(a)
Newport (Gwent)	2,560,868	2,614,150	↑ 2.1
Cardiff Central	12,744,582	12,534,884	↓ 1.6
Bridgend	1,540,674	1,524,162	↓ 1.1
Port Talbot Parkway	502,742	504,524	↑ 0.4
Neath	837,116	818,584	↓ 2.2
Swansea	2,158,992	2,130,154	↓ 1.3
<b>All Stations Total</b>	<b>20,344,974</b>	<b>20,126,458</b>	<b>↓ 1.1</b>

Source: WG analysis of ORR Estimates of Station Usage

### Notes:

(a) Percentage change = change in 2016-17 when compared to 2015-16

## 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 2016-17:

- there were increases of between 1.9 and 7.8 per cent in entries/exits at all stations along the route.
- excluding Newport, there was an average annual increase in station entries/exits of 2.9 per cent on this route compared with 2015-16.

**Table 14: Newport to Chepstow station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Newport (Gwent)	2,560,868	2,614,150	↑ 2.1
Severn Tunnel Junction	249,156	253,918	↑ 1.9
Caldicot	96,856	104,438	↑ 7.8
Chepstow	246,742	251,824	↑ 2.1
<b>Total (b)</b>	<b>592,754</b>	<b>610,180</b>	<b>↑ 2.9</b>
<b>All Station Total</b>	<b>3,153,622</b>	<b>3,224,330</b>	<b>↑ 2.2</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

(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 2016-17:

- all but one of the stations along this line saw increases, with Abergavenny decreasing by 2.2 per cent
- excluding Newport, there was an average increase in station entries/exits of 0.6 per cent on this route compared with 2015-16.

**Table 15: Newport to Abergavenny station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Newport (Gwent)	2,560,868	2,614,150	↑ 2.1
Cwmbran	375,614	386,224	↑ 2.8
Pontypool and New Inn	67,700	71,832	↑ 6.1
Abergavenny	435,478	425,830	↓ 2.2
<b>Total (b)</b>	<b>878,792</b>	<b>883,886</b>	<b>↑ 0.6</b>
<b>All Stations Total</b>	<b>3,439,660</b>	<b>3,498,036</b>	<b>↑ 1.7</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

(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 2016-17:

- while the number of station entries/exits generally saw a decrease in 2016-17 along this line, 4 stations saw increases in entries/exits
- there was a decrease of 1.5 per cent in station entries/exits on this line when compared to 2015-16.

**Table 16: Swanline station usage, 2015-16 to 2016-17**

<i>Number and percent</i>				
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)	
Cardiff Central	12,744,582	12,534,884	↓	1.6
Pontyclun	301,474	302,896	↑	0.5
Pencoed	236,902	233,420	↓	1.5
Bridgend	1,540,674	1,524,162	↓	1.1
Pyle	120,732	118,910	↓	1.5
Port Talbot Parkway	502,742	504,524	↑	0.4
Baglan	26,882	23,776	↓	11.6
Briton Ferry	35,224	36,900	↑	4.8
Neath	837,116	818,584	↓	2.2
Skewen	45,172	43,180	↓	4.4
Llansamlet	33,862	33,982	↑	0.4
Swansea	2,158,992	2,130,154	↓	1.3
<b>Total (b)</b>	<b>2,140,106</b>	<b>2,116,172</b>	↓	<b>1.1</b>
<b>All Stations total</b>	<b>18,584,354</b>	<b>18,305,372</b>	↓	<b>1.5</b>

Source: WG analysis of ORR Estimates of Station Usage

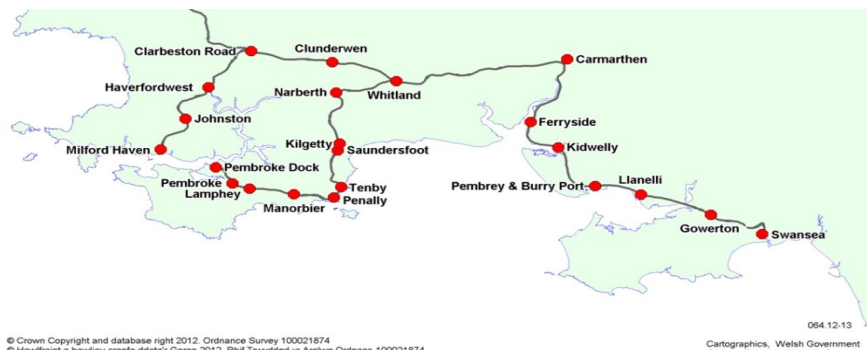
**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

(b) Total without Cardiff Central, Bridgend and Swansea

## 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.



## 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 2016-17:

- the largest percentage increase along this line was at Gowerton (17.0 per cent) when compared with 2015-16, while the largest decrease was at Narberth (4.8 per cent)
- there was an increase of 0.6 per cent in station entries/exits on this line compared with 2015-16.

**Table 17: Swansea to Pembroke Dock station usage, 2015-16 to 2016-17**

*Number and percent*

Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)	
Swansea	2,158,992	2,130,154	↓	1.3
Gowerton	142,836	167,184	↑	17.0
Llanelli	405,230	413,062	↑	1.9
Pembrey & Burry Port	143,382	145,426	↑	1.4
Kidwelly	30,644	29,992	↓	2.1
Ferryside	19,608	21,572	↑	10.0
Carmarthen	419,794	426,890	↑	1.7
Whitland	52,118	50,932	↓	2.3
Narberth	20,922	19,924	↓	4.8
Kilgetty	15,438	16,194	↑	4.9
Saundersfoot	7,900	8,384	↑	6.1
Tenby	118,338	123,314	↑	4.2
Penally	5,444	5,332	↓	2.1
Manorbier	9,648	9,428	↓	2.3
Lamphey	5,732	5,556	↓	3.1
Pembroke	28,446	29,844	↑	4.9
Pembroke Dock	46,710	49,362	↑	5.7
<b>Total (b)</b>	<b>1,472,190</b>	<b>1,522,396</b>	↑	<b>3.4</b>
<b>All Stations Total</b>	<b>3,631,182</b>	<b>3,652,550</b>	↑	<b>0.6</b>

Source: WG analysis of ORR Estimates of Station Usage

### Notes:

(a) Percentage change = change in 2016-17 when compared to 2015-16

(b) Total without Swansea

## 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. In 2016-17:

- the largest percentage increase along this line was at Gowerton (17.0 per cent) when compared with 2015-16, while the largest decrease was at Fishguard Harbour (17.9 per cent)
- there was an increase in station entries/exits of 0.1 per cent on this line compared to 2015-16.

**Table 18: Swansea to Milford Haven & Fishguard station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
<b>Station</b>	<b>2015-16 Entries &amp; Exits</b>	<b>2016-17 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Swansea	2,158,992	2,130,154	↓ 1.3
Gowerton	142,836	167,184	↑ 17.0
Llanelli	405,230	413,062	↑ 1.9
Pembrey & Burry Port	143,382	145,426	↑ 1.4
Kidwelly	30,644	29,992	↓ 2.1
Ferryside	19,608	21,572	↑ 10.0
Carmarthen	419,794	426,890	↑ 1.7
Whitland	52,118	50,932	↓ 2.3
Clunderwen	24,128	24,212	↑ 0.3
Clarboston Road	10,138	9,208	↓ 9.2
Haverfordwest	136,346	133,496	↓ 2.1
Johnston (Dyfed)	8,704	8,364	↓ 3.9
Milford Haven	64,034	64,092	↑ 0.1
Fishguard & Goodwick	19,946	19,600	↓ 1.7
Fishguard Harbour	22,646	18,600	↓ 17.9
<b>Total (b)</b>	<b>1,499,554</b>	<b>1,532,630</b>	<b>↑ 2.2</b>
<b>All Stations Total</b>	<b>3,658,546</b>	<b>3,662,784</b>	<b>↑ 0.1</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

(b) Total without Swansea

## 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.



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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 2016-17:

- half of the stations along this line saw increases when compared with 2015-16, while the other half saw decreases
- the average number of station entries/exits on this line decreased by 0.7 per cent when compared to 2015-16.

**Table 19: Heart of Wales Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Swansea	2,158,992	2,130,154	↓ 1.3
Llanelli	405,230	413,062	↑ 1.9
Bynea	1,628	1,930	↑ 18.6
Llangennech	2,500	3,064	↑ 22.6
Pontarddulais	5,876	5,522	↓ 6.0
Pantyyffynnon	3,710	4,076	↑ 9.9
Ammanford	18,968	19,428	↑ 2.4
Llandybie	8,730	9,382	↑ 7.5
Ffairfach	2,842	2,552	↓ 10.2
Llandeilo	17,562	18,764	↑ 6.8
Llangadog	5,148	5,324	↑ 3.4
Llanwrda	1,788	2,206	↑ 23.4
Llandovery	17,024	15,596	↓ 8.4
Cynghordy	1,104	994	↓ 10.0
Sugar Loaf	132	228	↑ 72.7
Llanwrtyd	7,736	7,484	↓ 3.3
Llangammarch	2,348	1,996	↓ 15.0
Garth (Powys)	1,058	974	↓ 7.9
Cilmeri	1,964	1,698	↓ 13.5
Builth Road	8,244	7,672	↓ 6.9
Llandrindod	39,648	40,768	↑ 2.8
Pen-Y-Bont	1,480	1,858	↑ 25.5
Dolau	1,432	1,528	↑ 6.7
Llanbister Road	978	860	↓ 12.1
Llangynllo	958	720	↓ 24.8
Knucklas	4,120	3,670	↓ 10.9
<b>Total (b)</b>	<b>562,208</b>	<b>571,356</b>	<b>↑ 1.6</b>
<b>All Stations Total</b>	<b>2,721,200</b>	<b>2,701,510</b>	<b>↓ 0.7</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

(b) Total without Swansea

## Cambrian main line

The Cambrian Main Line runs from Shrewsbury across Mid-Wales to Aberystwyth via Machynlleth. In 2016-17:

- all stations along the line saw an increase when compared to 2015-16
- the largest percentage increase was at Caersws; this may have been down to an improved service being offered from 2015-16
- there was an increase of 5.1 per cent in station entries/exits on this line compared to 2015-16.

**Table 20: Cambrian Main Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
<b>Station</b>	<b>2015-16 Entries &amp; Exits</b>	<b>2016-17 Entries &amp; Exits</b>	<b>Percentage change (a)</b>
Welshpool	157,646	170,648	↑ 8.2
Newtown	147,938	161,722	↑ 9.3
Caersws	57,942	64,636	↑ 11.6
Machynlleth	133,228	135,990	↑ 2.1
Dovey Junction	3,740	4,084	↑ 9.2
Borth	61,468	64,498	↑ 4.9
Aberystwyth	321,758	327,334	↑ 1.7
<b>All Stations Total</b>	<b>883,720</b>	<b>928,912</b>	<b>↑ 5.1</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

## Cambrian Coast line

The Cambrian Coast Line runs from Machynlleth to Pwllheli in North Wales via a number of stations along the coast. In 2016-17:

- while the majority of stations saw a decrease in entries/exits in 2016-17 along this line, 8 stations saw increases
- there was a decrease of 3.1 per cent in station entries/exits on this line when compared to 2015-16.

**Table 21: Cambrian Coast Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Machynlleth	133,228	135,990	↑ 2.1
Dovey Junction	3,740	4,084	↑ 9.2
Penhelig	10,780	10,400	↓ 3.5
Aberdovey	38,094	35,960	↓ 5.6
Tywyn	107,446	104,238	↓ 3.0
Tonfanau	3,074	2,758	↓ 10.3
Llwyngwril	33,738	30,076	↓ 10.9
Fairbourne	44,516	42,146	↓ 5.3
Morfa Mawddach	11,094	10,880	↓ 1.9
Barmouth	191,802	185,586	↓ 3.2
Llanaber	2,292	2,304	↑ 0.5
Talybont	28,984	28,090	↓ 3.1
Dyffryn Ardudwy	17,868	16,740	↓ 6.3
Llanbedr	13,482	11,566	↓ 14.2
Pensarn	3,766	3,234	↓ 14.1
Llandanwg	4,894	4,272	↓ 12.7
Harlech	120,766	113,562	↓ 6.0
Tygwyn	2,068	1,802	↓ 12.9
Talsarnau	8,028	6,032	↓ 24.9
Llandecwyn	2,370	1,792	↓ 24.4
Penrhyndeudraeth	51,872	56,788	↑ 9.5
Minffordd	18,322	15,518	↓ 15.3
Porthmadog	79,194	72,120	↓ 8.9
Criccieth	28,692	29,600	↑ 3.2
Penychain	3,430	3,540	↑ 3.2
Abererch	1,984	2,140	↑ 7.9
Pwllheli	77,890	79,502	↑ 2.1
<b>All Stations Total</b>	<b>1,043,414</b>	<b>1,010,720</b>	<b>↓ 3.1</b>

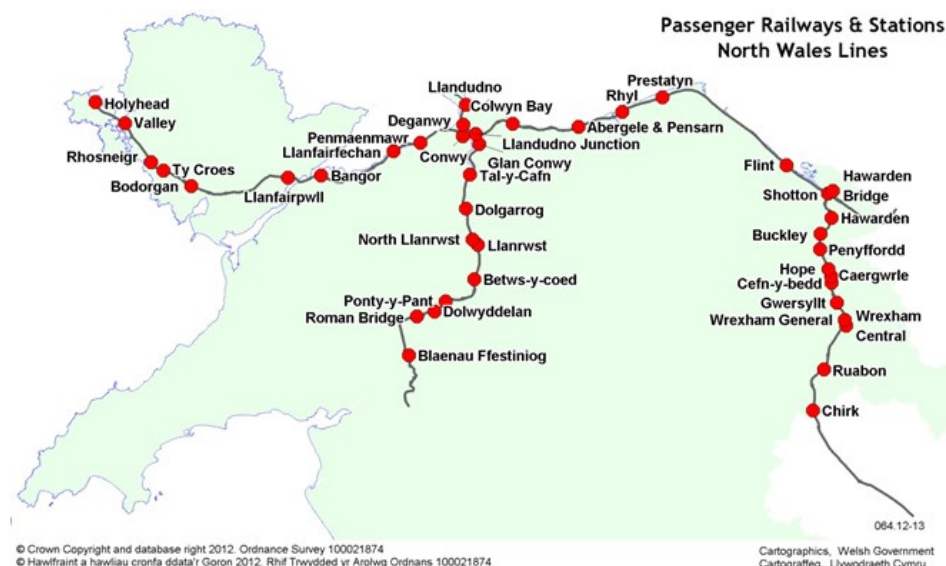
Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

## North Wales lines

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



## 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 2016-17:

- while the number of station entries/exits generally saw a decrease in 2016-17 along this line, 4 stations saw increases in entries/exits
- there was a decrease in station entries/exits of 2.0 per cent on this line when compared to 2015-16.

**Table 22: North Wales Coast Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Shotton	237,194	234,124	↓ 1.3
Flint	266,276	261,094	↓ 1.9
Prestatyn	349,430	346,732	↓ 0.8
Rhyl	537,304	534,460	↓ 0.5
Abergele & Pensarn	70,932	68,632	↓ 3.2
Colwyn Bay	286,472	277,642	↓ 3.1
Llandudno Junction	330,938	320,040	↓ 3.3
Conwy	46,336	48,832	↑ 5.4
Penmaenmawr	14,152	12,212	↓ 13.7
Llanfairfechan	13,002	13,258	↑ 2.0
Bangor (Gwynedd)	673,626	657,050	↓ 2.5
Llanfairpwll	18,482	19,520	↑ 5.6
Bodorgan	5,316	4,956	↓ 6.8
Ty Croes	5,384	5,426	↑ 0.8
Rhosneigr	16,160	12,990	↓ 19.6
Valley	16,006	15,062	↓ 5.9
Holyhead	219,268	211,248	↓ 3.7
<b>All Stations Total</b>	<b>3,106,278</b>	<b>3,043,278</b>	<b>↓ 2.0</b>

Source: WG analysis of ORR Estimates of Station Usage

### Notes:

(a) Percentage change = change in 2016-17 when compared to 2015-16



## 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 2016-17:

- 6 stations along this line saw increases when compared with 2015-16, whilst 7 stations saw decreases
- there was a decrease in station entries/exits of 1.2 per cent on this line when compared to 2015-16.

**Table 23: Conwy Valley Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	Exits	2016-17 Entries & Exits	Percentage change (a)
Llandudno	300,020	296,762	↓ 1.1
Deganwy	11,062	9,854	↓ 10.9
Llandudno Junction	330,938	320,040	↓ 3.3
Glan Conwy	3,748	3,566	↓ 4.9
Tal-y-Cafn	1,358	1,328	↓ 2.2
Dolgarrog	1,474	1,002	↓ 32.0
North Llanrwst	1,220	1,582	↑ 29.7
Llanrwst	13,888	14,770	↑ 6.4
Betws-y-Coed	35,872	36,286	↑ 1.2
Pont-y-Pant	1,050	812	↓ 22.7
Dolwyddelan	3,322	3,918	↑ 17.9
Roman Bridge	544	744	↑ 36.8
Blaenau Ffestiniog	35,826	40,710	↑ 13.6
<b>All Stations Total</b>	<b>740,322</b>	<b>731,374</b>	<b>↓ 1.2</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

## Borderlands line

The Borderlands Line runs north from Wrexham Central terminating at Bidston in the Wirral. In 2016-17:

- all but one of the stations along this line saw decreases, with Wrexham Central increasing by 1.4 per cent
- there was a decrease of 3.5 per cent in station entries/exits on this line when compared to 2015-16.

**Table 24: Borderlands Line station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Wrexham Central	73,180	74,184	↑ 1.4
Wrexham General	537,962	522,218	↓ 2.9
Gwersyllt	35,242	32,338	↓ 8.2
Cefn-y-Bedd	7,810	6,818	↓ 12.7
Caergwrle	19,828	18,086	↓ 8.8
Hope (Clwyd)	28,904	24,396	↓ 15.6
Penyffordd	24,976	22,386	↓ 10.4
Buckley	48,430	47,776	↓ 1.4
Hawarden	35,124	30,170	↓ 14.1
Shotton	237,194	234,124	↓ 1.3
Hawarden bridge	5,060	4,336	↓ 14.3
<b>All Station Totals</b>	<b>1,053,710</b>	<b>1,016,832</b>	<b>↓ 3.5</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

## Wrexham to Chirk

This route is part of the Shrewsbury to Chester line. For 2016-17:

- all but one of the stations along this line saw decreases, with Chirk increasing by 4.9 per cent
- there was a reduction of 2.1 per cent in all station entries/exits on this route when compared with 2015-16.

**Table 25: Wrexham to Chirk station usage, 2015-16 to 2016-17**

<i>Number and percent</i>			
Station	2015-16 Entries & Exits	2016-17 Entries & Exits	Percentage change (a)
Wrexham General	537,962	522,218	↓ 2.9
Ruabon	92,986	90,964	↓ 2.2
Chirk	68,444	71,814	↑ 4.9
<b>All Stations Total</b>	<b>699,392</b>	<b>684,996</b>	<b>↓ 2.1</b>

Source: WG analysis of ORR Estimates of Station Usage

**Notes:**

(a) Percentage change = change in 2016-17 when compared to 2015-16

# Key Quality Information

## 1 Data source

The Office of Rail Regulation (ORR) commissions 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). More information on the methodology can be found in the ORR's [Estimates of Station Usage 2016-17 report](#).

The [ORR station information](#) is available from its 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 (which operates the Wales and Borders franchise); Great Western Railway (which operates services between Swansea and London with a summer weekend service to Pembroke Dock); Cross-country Trains (which operates a service from Cardiff to Nottingham via Newport and Chepstow); and Virgin Trains (which operates services from Holyhead to London Euston), with one train a day from Wrexham General 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 MOIRA2.2 Demand Matrix.

The MOIRA2.2 demand matrix is sourced from MOIRA2.2 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 MOIRA2.2 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).

## 2.4 Types of infills and other definitions

Infills are included within the MOIRA2.2 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
- \*\* data item has not been calculated

## 3. Timeliness and punctuality

This bulletin reports on rail stations usage in Wales. Information covers each station in Wales during the 2016-17 financial year and the UK as a whole back to 2012-13. 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.

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.

Information on the indicators, along with narratives for each of the well-being goals and associated technical information is available in the [Well-being of Wales report](#).

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 2019 (provisional)

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

We welcome any feedback on any aspect of these statistics which can be provided to:  
[stats.transport@gov.wales](mailto:stats.transport@gov.wales).

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