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Rail Station Usage in Wales, 2017-18

Key results

The number of station entries and exits in Wales has risen every year since 2004-05, and by 60 per cent over that period.

- There was a 1.7 per cent increase in the number of station entries/exits in Wales in 2017-18 compared with the previous year ([Table 1](#)).

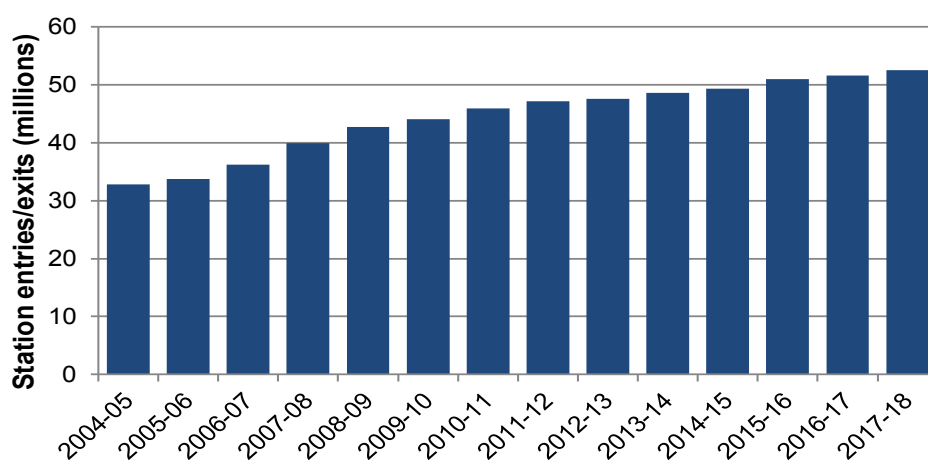
In 2017-18 there were 222 rail stations in Wales. The number of stations in Wales has remained the same since 2015-16

- Cardiff Central remains the busiest station in Wales with 25 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, Valley and Mid Wales lines saw increases in usage this year, but there were falls amongst the West 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 two are in North Wales at Rhyl and Bangor ([Table 1](#)).

Chart 1: Station entries/exits in Wales, 2004-05 to 2017-18



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

About this bulletin

This bulletin reports on the usage of rail stations in Wales. Information covers stations in Wales from 2004-05 to 2017-18 and the UK from 2013-14 to 2017-18. The bulletin is based on the annual station usage report published by the Office of Rail and Road (ORR). This report includes a spreadsheet which gives estimated station entries and station exits based on ticket sales for each station on the UK rail network.

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Quality note

Please note the figures in this bulletin are based on ticket sales and for some stations may not be an accurate reflection of usage. For example, some tickets are sold to the end of the line or as far as a fare price will allow, and not to the actual journey destination. Consequently, some stations marking the end of lines or fare prices appear busier than they are and other stations along those lines appear less busy than they are.

Busiest stations in Wales

In 2017-18 the total number of entries and exits at Welsh stations increased by 1.7 per cent on the previous year. 25 per cent of all entries and exits in Wales (12.95 million) occurred at Cardiff Central station.



Table 1: 20 busiest stations in Wales by station entries/exits, 2016-17 to 2017-18

<i>number and percentage</i>			
Rail Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Cardiff Central	12,534,884	12,951,746	↑ 3.3
Cardiff Queen Street	2,850,984	2,912,364	↑ 2.2
Newport (Gwent)	2,614,150	2,696,620	↑ 3.2
Swansea	2,130,154	2,158,886	↑ 1.3
Bridgend	1,524,162	1,526,622	↑ 0.2
Cardiff Bay	1,242,214	1,302,676	↑ 4.9
Cathays	954,372	946,274	↓ 0.8
Pontypridd	801,850	864,294	↑ 7.8
Neath	818,584	816,748	↓ 0.2
Caerphilly	757,094	771,930	↑ 2.0
Barry Island	711,812	753,404	↑ 5.8
Trefforest	809,930	752,308	↓ 7.1
Bangor (Gwynedd)	657,050	662,060	↑ 0.8
Penarth	633,412	626,950	↓ 1.0
Aberdare	569,364	571,746	↑ 0.4
Radyr	501,696	538,692	↑ 7.4
Barry	532,602	533,732	↑ 0.2
Rhyl	534,460	520,198	↓ 2.7
Port Talbot Parkway	504,524	516,610	↑ 2.4
Merthyr Tydfil	550,216	512,754	↓ 6.8
Other Welsh stations	19,435,316	19,585,590	↑ 0.8
All Welsh stations	51,668,830	52,522,204	↑ 1.7

Source: WG analysis of ORR estimates of station usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

Of the 20 busiest Welsh rail stations in 2017-18:

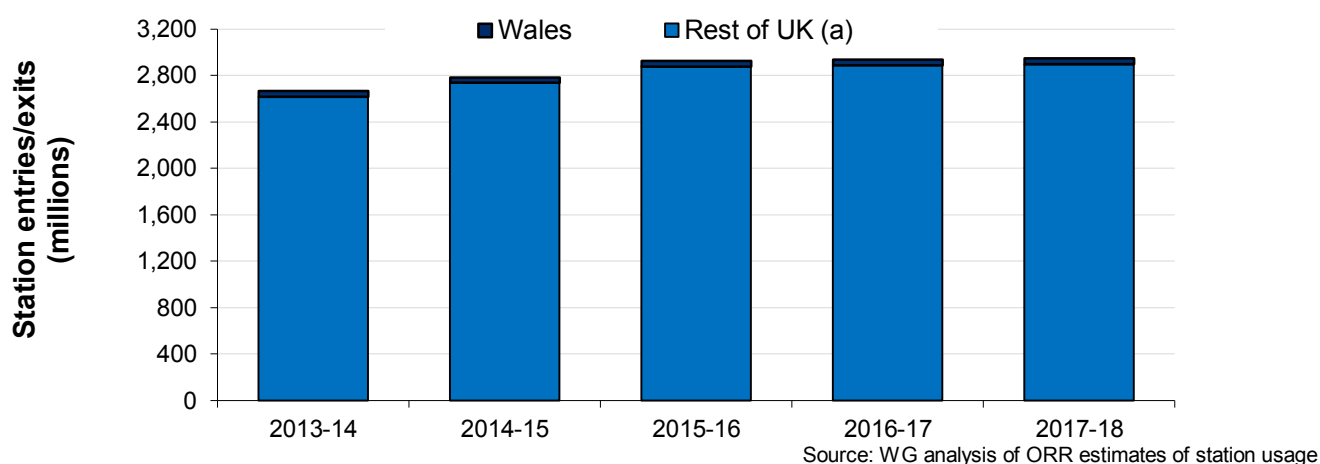
- Cardiff Central was the busiest station and almost 5 times busier than the next busiest station, Cardiff Queen Street. The number of entries and exits at Cardiff Central rose by 3.3 per cent when compared to 2016-17
- More than half had increases, and six stations saw decreases

- Pontypridd had the largest percentage increase (up 7.8 per cent) compared with the previous year
- Trefforest had the largest percentage decrease, down 7.1 per cent.

Trends in Wales and the UK

Rail station usage in Wales accounted for 1.8 per cent of the UK total in 2017-18. This proportion has been stable in recent years and shows that rail travel is less prevalent in Wales than across the UK in general, with Wales accounting for 4.7 per cent of the UK population ([Chart 2](#))

Chart 2: Station entries/exits in Wales, comparison with the UK, 2013-14 to 2017-18



Notes:

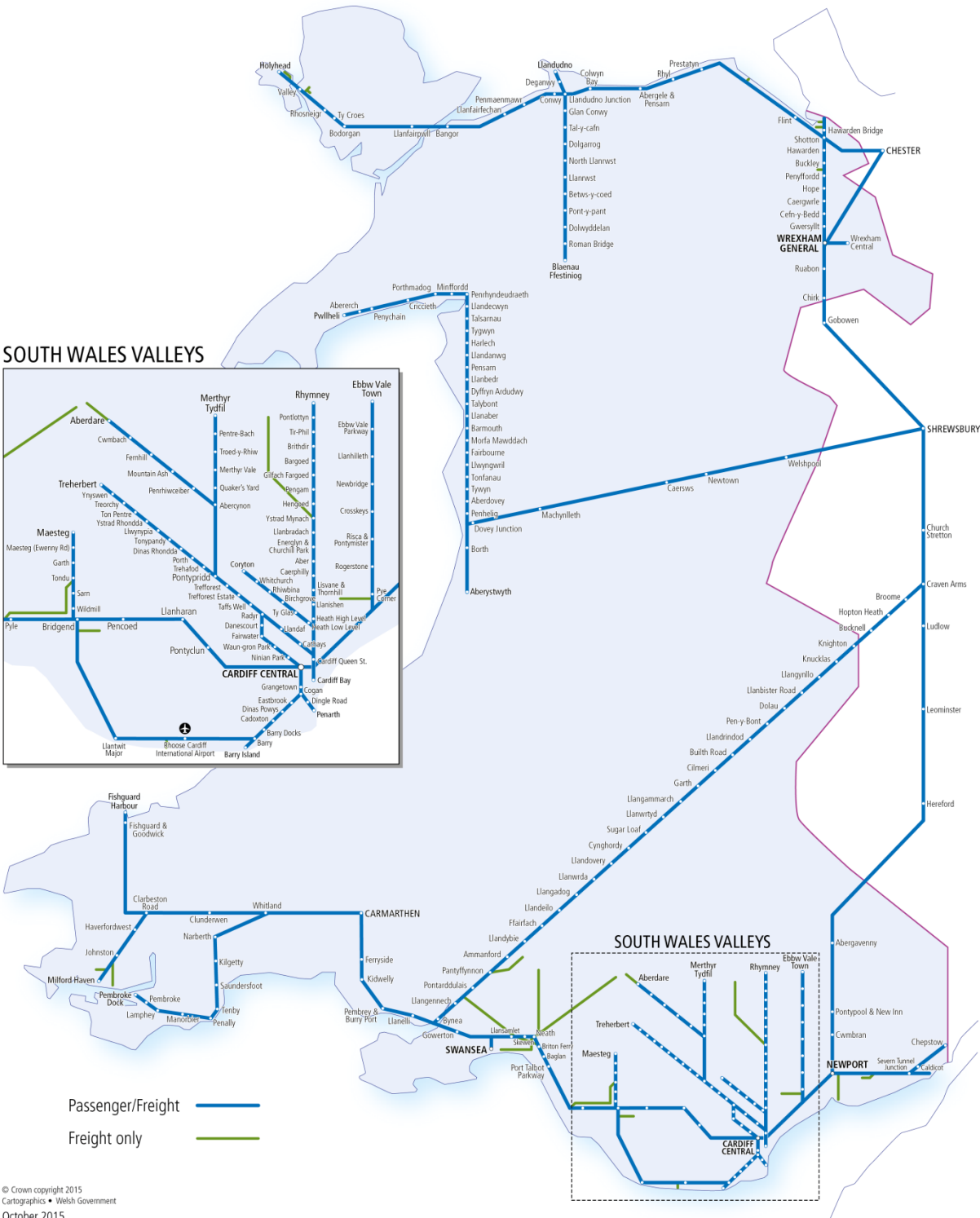
(a) Rest of the UK = total number minus Wales numbers

The number of rail stations changes very little from year to year. Since 2013-14 the number of stations in Wales increased by 3 to 222 and in the UK it increased by 28 to 2,563.

Map 1: Rail station in Wales 2017-18

WALES

Rail Network



Valley lines

The Valley Lines is a network of suburban rail lines connecting the major communities in South East Wales with 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. The figures shown are for entries and exits at all stations along these lines – the figures at ‘interchange’ stations (e.g. Cardiff Central, Cardiff Queen Street) are for users of all lines, not just the lines presented in this section.



Butetown line

The Butetown line consists of just two stations at either end of the short link between Cardiff Queen Street and Cardiff Bay. In 2017-18 there was a 4.9 per cent rise in entries and exits at Butetown, to 1.3 million.

Table 2: Butetown Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Cardiff Queen Street	2,850,984	2,912,364	↑ 2.2
Cardiff Bay	1,242,214	1,302,676	↑ 4.9

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

City line

The City Line runs from Radyr to Coryton linking a number of suburban stations with Cardiff Central and Cardiff Queen Street. In 2017-18:

- there was a rise in entries and exits at all stations along the line apart from Birchgrove and Coryton
- Fairwater had the largest percentage increase in entries/exits at 15.6 per cent when compared with 2016-17.
- excluding Cardiff Central and Cardiff Queen Street, there was an increase in station entries/exits of 3.3 per cent on this line compared with 2016-17.

Table 3: City Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Cardiff Central	12,534,884	12,951,746	↑ 3.3
Cardiff Queen Street	2,850,984	2,912,364	↑ 2.2
Radyr	501,696	538,692	↑ 7.4
Danescourt	107,740	108,278	↑ 0.5
Fairwater	77,216	89,250	↑ 15.6
Waun-Gron Park	88,652	96,760	↑ 9.1
Ninian Park	125,622	126,512	↑ 0.7
Heath Low Level	61,536	68,490	↑ 11.3
Ty Glas	204,158	207,020	↑ 1.4
Birchgrove	56,326	54,570	↓ 3.1
Rhiwbina	90,192	102,770	↑ 13.9
Whitchurch (South Glamorgan)	23,102	25,406	↑ 10.0
Coryton	224,794	194,556	↓ 13.5
Total (b)	1,561,034	1,612,304	↑ 3.3
All Stations Total	16,946,902	17,476,414	↑ 3.1

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Cardiff Central & Cardiff Queen Street

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Vale of Glamorgan line

The Vale of Glamorgan lines link Cardiff to Penarth, Barry and Bridgend. In 2017-18:

- 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 28.6 per cent and Grangetown saw the largest decrease at 4.6 per cent
- excluding Cardiff Central and Bridgend, there was an increase in station entries/exits of 1.4 per cent on this line compared with 2016-17.

Table 4: Vale of Glamorgan Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Cardiff Central	12,534,884	12,951,746	↑ 3.3
Grangetown (South Glamorgan)	206,760	197,244	↓ 4.6
Dingle Road	108,090	139,000	↑ 28.6
Penarth	633,412	626,950	↓ 1.0
Cogan	317,012	310,002	↓ 2.2
Eastbrook	174,262	167,798	↓ 3.7
Dinas Powys	97,050	93,374	↓ 3.8
Cadoxton	287,136	282,098	↓ 1.8
Barry Docks	224,246	245,760	↑ 9.6
Barry	532,602	533,732	↑ 0.2
Barry Island	711,812	753,404	↑ 5.8
Rhoose (Cardiff Int Airt)	181,272	178,334	↓ 1.6
Llantwit Major	297,958	298,418	↑ 0.2
Bridgend	1,524,162	1,526,622	↑ 0.2
Total (b)	3,771,612	3,826,114	↑ 1.4
All Stations Total	17,830,658	18,304,482	↑ 2.7

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Cardiff Central and Bridgend

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Merthyr line

The Merthyr line links Cardiff Central station with Merthyr Tydfil via Pontypridd and Abercynon. In 2017-18:

- there were increases in the entries/exits for 9 of the 15 stations along the route.
- the number of station entries/exits at the line's terminus at Merthyr Tydfil fell by 6.8 per cent
- excluding Cardiff Central and Queen Street, there was an increase in station entries/exits of 0.1 per cent on this line compared with 2016-17.

Table 5: Merthyr Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Cardiff Central	12,534,884	12,951,746	↑ 3.3
Cardiff Queen Street	2,850,984	2,912,364	↑ 2.2
Cathays	954,372	946,274	↓ 0.8
Llandaf	469,036	482,822	↑ 2.9
Radyr	501,696	538,692	↑ 7.4
Taffs Well	361,606	363,874	↑ 0.6
Trefforest Estate	92,672	83,696	↓ 9.7
Trefforest	809,930	752,308	↓ 7.1
Pontypridd	801,850	864,294	↑ 7.8
Abercynon	293,638	298,358	↑ 1.6
Quaker's Yard	69,900	65,990	↓ 5.6
Merthyr Vale	52,070	49,550	↓ 4.8
Troed-y-Rhiw	38,358	38,798	↑ 1.1
Pentre-Bach	22,450	27,002	↑ 20.3
Merthyr Tydfil	550,216	512,754	↓ 6.8
Total (b)	5,017,794	5,024,412	↑ 0.1
All Stations Total	20,403,662	20,888,522	↑ 2.4

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Cardiff Central and Cardiff Queen Street

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Aberdare line

The Aberdare line follows much of the same route as the Merthyr Line, branching off to Aberdare to the north of Abercynon. In 2017-18:

- while the number of station entries/exits generally saw an increase in 2017-18 along this branch, 3 stations on this line saw reductions in entries/exits
- all stations north of Abercynon saw an increase in 2017-18 when compared with 2016-17
- excluding Cardiff Central and Queen Street, there was an annual increase in station entries/exits of 1.2 per cent on this line compared with 2016-17.

Table 6: Aberdare Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Cardiff Central	12,534,884	12,951,746	↑ 3.3
Cardiff Queen Street	2,850,984	2,912,364	↑ 2.2
Cathays	954,372	946,274	↓ 0.8
Llandaf	469,036	482,822	↑ 2.9
Radyr	501,696	538,692	↑ 7.4
Taffs Well	361,606	363,874	↑ 0.6
Trefforest Estate	92,672	83,696	↓ 9.7
Trefforest	809,930	752,308	↓ 7.1
Pontypridd	801,850	864,294	↑ 7.8
Abercynon	293,638	298,358	↑ 1.6
Penrhiwceiber	44,000	44,846	↑ 1.9
Mountain Ash	93,664	99,694	↑ 6.4
Fernhill	24,520	26,148	↑ 6.6
Cwmbach	22,798	27,422	↑ 20.3
Aberdare	569,364	571,746	↑ 0.4
Total (b)	5,039,146	5,100,174	↑ 1.2
All Stations total	20,425,014	20,964,284	↑ 2.6

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Cardiff Central and Cardiff Queen Street

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Rhondda line

The Rhondda Line follows much of the same route as the Merthyr Line, branching off north of Pontypridd to Trehafod and further stations terminating at Treherbert. In 2017-18:

- 10 of the 19 Rhondda Line stations had increases in entries/exits, the largest at Pontypridd (up 7.8 per cent)
- excluding Cardiff Central, Queen Street and Cathays, there was a 0.4 per cent increase in station entries/exits on this line compared with 2016-17.

Table 7: Rhondda Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>				
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)	
Cardiff Central	12,534,884	12,951,746	↑	3.3
Cardiff Queen Street	2,850,984	2,912,364	↑	2.2
Cathays	954,372	946,274	↓	0.8
Llandaf	469,036	482,822	↑	2.9
Radyr	501,696	538,692	↑	7.4
Taffs Well	361,606	363,874	↑	0.6
Trefforest Estate	92,672	83,696	↓	9.7
Trefforest	809,930	752,308	↓	7.1
Pontypridd	801,850	864,294	↑	7.8
Trehafod	37,312	38,416	↑	3.0
Porth	341,742	355,330	↑	4.0
Dinas (Rhondda)	57,814	52,822	↓	8.6
Tonypandy	114,840	110,928	↓	3.4
Llwynypia	61,348	61,724	↑	0.6
Ystrad Rhondda	56,398	52,532	↓	6.9
Ton Pentre	74,984	79,880	↑	6.5
Treorchy	186,526	169,948	↓	8.9
Ynyswen	13,346	12,766	↓	4.3
Treherbert	508,624	485,964	↓	4.5
Total (b)	5,444,096	5,452,270	↑	0.2
All Stations Total	20,829,964	21,316,380	↑	2.3

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Cardiff Central and Cardiff Queen Street

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Rhymney line

The Rhymney line links Cardiff Central with Rhymney via a number of stations in the Caerphilly local authority area. In 2017-18:

- 14 of the 18 stations along the line saw increases in entries and exits 2017-18
- excluding Cardiff Central and Queen Street, there was an increase in station entries/exits of 2.8 per cent compared with 2016-17
- Gilfach Fargoed saw a large proportional increase (up 63.4 per cent), but passenger numbers are low and volatility in the estimates is more likely in such cases

Table 8: Rhymney Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>				
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)	
Cardiff Central	12,534,884	12,951,746	↑	3.3
Cardiff Queen Street	2,850,984	2,912,364	↑	2.2
Heath High Level	429,698	441,148	↑	2.7
Llanishen	267,248	269,568	↑	0.9
Lisvane and Thornhill	210,170	216,444	↑	3.0
Caerphilly	757,094	771,930	↑	2.0
Aber	227,270	251,108	↑	10.5
Energlyn & Churchill Park	86,422	101,362	↑	17.3
Llanbradach	91,218	98,714	↑	8.2
Ystrad Mynach	348,808	376,976	↑	8.1
Hengoed	143,858	164,574	↑	14.4
Pengam	490,342	461,066	↓	6.0
Gilfach Fargoed	3,152	5,150	↑	63.4
Bargoed	215,054	226,342	↑	5.2
Brithdir	15,254	14,408	↓	5.5
Tir-Phil	22,986	23,572	↑	2.5
Pontlloftyn	21,764	18,230	↓	16.2
Rhymney	191,168	180,586	↓	5.5
Total (b)	3,521,506	3,621,178	↑	2.8
All Stations Total	18,907,374	19,485,288	↑	3.1

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Cardiff Central and Cardiff Queen Street

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

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 2017-18:

- all stations but one on this line saw an increase in 2017-18
- excluding Cardiff Central and Bridgend, there was an increase in station entries/exits of 1.4 per cent on this line compared with 2016-17
- Maesteg (Ewenny Road) saw a large proportional increase (up 77.8 per cent) but passenger numbers are low and volatility in the estimates is more likely in such cases

Table 9: Maesteg Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Cardiff Central	12,534,884	12,951,746	↑ 3.3
Pontyclun	302,896	305,836	↑ 1.0
Llanharan	173,626	175,652	↑ 1.2
Pencoed	233,420	238,180	↑ 2.0
Bridgend	1,524,162	1,526,622	↑ 0.2
Wildmill	25,414	26,250	↑ 3.3
Sarn	60,192	58,826	↓ 2.3
Tondu	47,226	48,888	↑ 3.5
Garth (Mid-Glamorgan)	12,036	12,472	↑ 3.6
Maesteg (Ewenny Road)	3,090	5,494	↑ 77.8
Maesteg	190,718	191,530	↑ 0.4
Total (b)	1,048,618	1,063,128	↑ 1.4
All Stations Total	15,107,664	15,541,496	↑ 2.9

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Cardiff Central and Bridgend

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Ebbw Valley line

The Ebbw Valley line links Cardiff Central to Ebbw Vale Parkway. In 2017-18:

- excluding Cardiff Central, the average annual number of station entries/exits on this line increased by 1.3 per cent when compared with 2016-17.
- the 18.9 per cent increase at Pye Corner is a continuation of the growth seen since the station opened in December 2014
- Ebbw Vale Town station opened in June 2015 and has caused significant decreases in passengers at Ebbw Vale Parkway since. In 2017-18 the number of entries/exits at Ebbw Vale Parkway and Ebbw Vale Town combined increased by 2.9 per cent compared with 2016-17.

Table 10: Ebbw Valley Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Cardiff Central	12,534,884	12,951,746	↑ 3.3
Pye Corner	81,342	96,698	↑ 18.9
Rogerstone	90,088	90,610	↑ 0.6
Risca and Pontymister	111,344	99,326	↓ 10.8
Crosskeys	118,604	122,656	↑ 3.4
Newbridge	135,866	134,570	↓ 1.0
Llanhilleth	87,736	84,284	↓ 3.9
Ebbw Vale Parkway	57,108	53,218	↓ 6.8
Ebbw Vale Town	232,206	244,590	↑ 5.3
Total (b)	914,294	925,952	↑ 1.3
All Stations Total	13,449,178	13,877,698	↑ 3.2

Source: WG analysis of ORR Estimates of Station Usage

Notes:

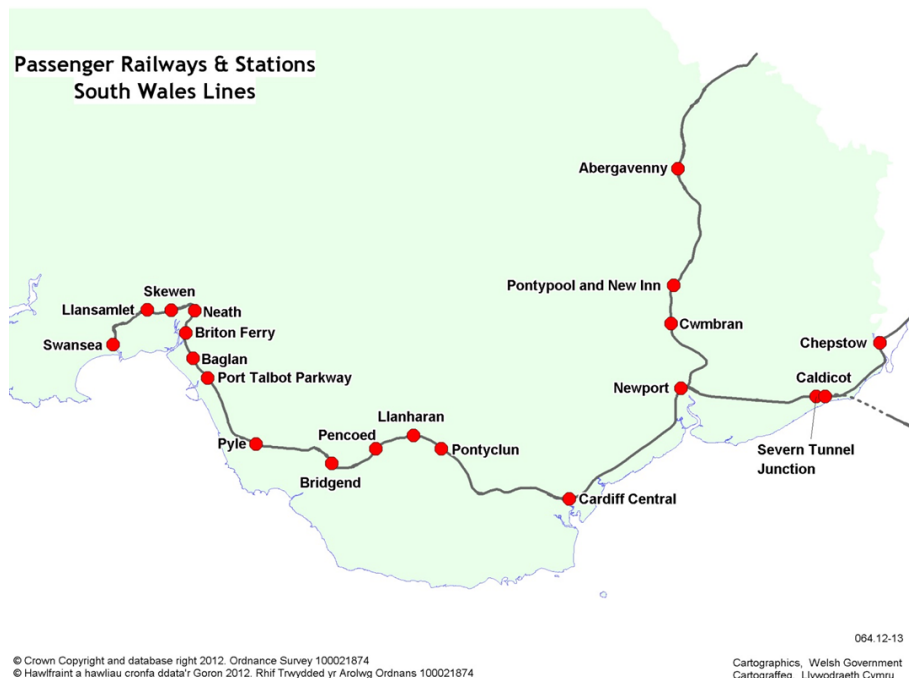
(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Cardiff Central

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

South Wales lines

This section reports on the station usage along the Great Western Main Line (Newport to Swansea), the lines connecting Newport with Chepstow and Abergavenny and the Swaneline (Cardiff to Swansea), as illustrated on the map. These lines and routes carry a variety of passengers: commuters, longer distance business travellers 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 major stations. In 2017-18:

- there was an increase in all stations on this line apart from Neath (down 0.2 per cent).
- there was an increase in station entries/exits of 2.7 per cent along this line compared with 2016-17.

Table 11: Great Western Main Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Newport (Gwent)	2,614,150	2,696,620	↑ 3.2
Cardiff Central	12,534,884	12,951,746	↑ 3.3
Bridgend	1,524,162	1,526,622	↑ 0.2
Port Talbot Parkway	504,524	516,610	↑ 2.4
Neath	818,584	816,748	↓ 0.2
Swansea	2,130,154	2,158,886	↑ 1.3
All Stations Total	20,126,458	20,667,232	↑ 2.7

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Newport to Chepstow

The Newport to Chepstow line 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 2017-18:

- excluding Newport, there was an increase in station entries/exits of 1.9 per cent on this route compared with 2016-17.

Table 12: Newport to Chepstow station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Newport (Gwent)	2,614,150	2,696,620	↑ 3.2
Severn Tunnel Junction	253,918	266,916	↑ 5.1
Caldicot	104,438	101,248	↓ 3.1
Chepstow	251,824	253,466	↑ 0.7
Total (b)	610,180	621,630	↑ 1.9
All Station Total	3,224,330	3,318,250	↑ 2.9

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Newport

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

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 2017-18:

- all of the stations along this line saw increases, with the highest increase recorded at Pontypool and New Inn (7.2 per cent).
- excluding Newport, there was an increase in station entries/exits of 3.4 per cent on this route compared with 2016-17.

Table 13: Newport to Abergavenny station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Newport (Gwent)	2,614,150	2,696,620	↑ 3.2
Cwmbran	386,224	399,760	↑ 3.5
Pontypool and New Inn	71,832	77,030	↑ 7.2
Abergavenny	425,830	437,016	↑ 2.6
Total (b)	883,886	913,806	↑ 3.4
All Stations Total	3,498,036	3,610,426	↑ 3.2

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Newport

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

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 2017-18:

- 7 of the twelve stations saw increases in entries/exits with Pyle recording the highest increase (up 5.5 per cent)
- Excluding Cardiff Central, Bridgend and Swansea there was an increase of 0.8 per cent in station entries/exits on this line compared to 2016-17.

Table 14: Swanline station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Cardiff Central	12,534,884	12,951,746	↑ 3.3
Pontyclun	302,896	305,836	↑ 1.0
Pencoed	233,420	238,180	↑ 2.0
Bridgend	1,524,162	1,526,622	↑ 0.2
Pyle	118,910	125,410	↑ 5.5
Port Talbot Parkway	504,524	516,610	↑ 2.4
Baglan	23,776	23,716	↓ 0.3
Briton Ferry	36,900	33,868	↓ 8.2
Neath	818,584	816,748	↓ 0.2
Skewen	43,180	41,692	↓ 3.4
Llansamlet	33,982	31,758	↓ 6.5
Swansea	2,130,154	2,158,886	↑ 1.3
Total (b)	2,116,172	2,133,818	↑ 0.8
All Stations total	18,305,372	18,771,072	↑ 2.5

ORR Estimates of Station Usage

Notes:

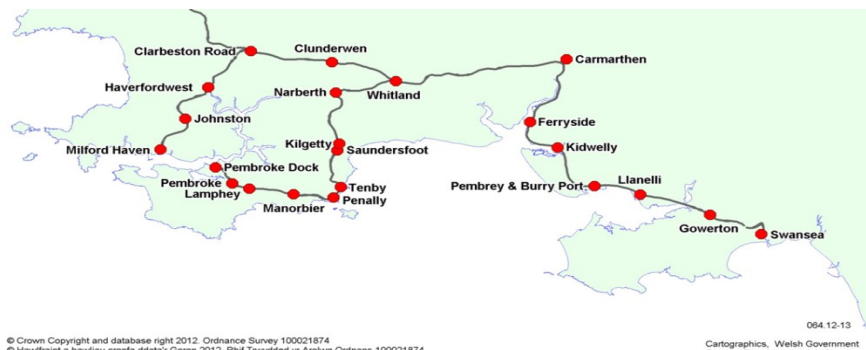
(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Cardiff Central, Bridgend and Swansea

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

West Wales lines

The routes from Swansea to Pembroke Dock, Milford Haven and Fishguard connect to the West Wales ferry ports, and 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 2017-18:

- only 24 per cent of stations along this route had increases in the number of entry/exits.
- the largest percentage decrease along this line was at Lamphey (12.4 per cent)
- Excluding Swansea, there was an increase of 2.2 per cent in station entries/exits on this line compared with 2016-17.

Table 15: Swansea to Pembroke Dock station usage, 2016-17 to 2017-18

Station	Number and percent		
	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Swansea	2,130,154	2,158,886	↑ 1.3
Gowerton	167,184	174,096	↑ 4.1
Llanelli	413,062	400,780	↓ 3.0
Pembrey & Burry Port	145,426	138,008	↓ 5.1
Kidwelly	29,992	28,188	↓ 6.0
Ferryside	21,572	20,086	↓ 6.9
Carmarthen	426,890	416,694	↓ 2.4
Whitland	50,932	48,104	↓ 5.6
Narberth	19,924	18,966	↓ 4.8
Kilgetty	16,194	16,402	↑ 1.3
Saundersfoot	8,384	8,002	↓ 4.6
Tenby	123,314	122,584	↓ 0.6
Penally	5,332	5,168	↓ 3.1
Manorbier	9,428	9,346	↓ 0.9
Lamphey	5,556	4,868	↓ 12.4
Pembroke	29,844	31,066	↑ 4.1
Pembroke Dock	49,362	46,226	↓ 6.4
Total (b)	1,522,396	1,488,584	↓ 2.2
All Stations Total	3,652,550	3,647,470	↓ 0.1

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Swansea

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

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 2017-18:

- the largest percentage increase along this line was at Johnston (Dyfed) (7.7 per cent) when compared with 2016-17, while the largest decrease was at Clarboston Road (down 15.0 per cent)
- Excluding Swansea, there was an increase in station entries/exits of 2.1 per cent on this line compared with 2016-17.

Table 16: Swansea to Milford Haven & Fishguard station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Swansea	2,130,154	2,158,886	↑ 1.3
Gowerton	167,184	174,096	↑ 4.1
Llanelli	413,062	400,780	↓ 3.0
Pembrey & Burry Port	145,426	138,008	↓ 5.1
Kidwelly	29,992	28,188	↓ 6.0
Ferryside	21,572	20,086	↓ 6.9
Carmarthen	426,890	416,694	↓ 2.4
Whitland	50,932	48,104	↓ 5.6
Clunderwen	24,212	24,474	↑ 1.1
Clarboston Road	9,208	7,828	↓ 15.0
Haverfordwest	133,496	133,164	↓ 0.2
Johnston (Dyfed)	8,364	9,008	↑ 7.7
Milford Haven	64,092	62,752	↓ 2.1
Fishguard & Goodwick	19,600	20,136	↑ 2.7
Fishguard Harbour	18,600	16,994	↓ 8.6
Total (b)	1,532,630	1,500,312	↓ 2.1
All Stations Total	3,662,784	3,659,198	↓ 0.1

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Swansea

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Mid Wales lines

The Mid Wales lines cover the Heart of Wales line and the Cambrian line. These lines serve communities across Mid-Wales and North Wales, linking into services to the Midlands, Northern England and London and the South East via 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 2017-18:

- Excluding Swansea, the number of station entries/exits on this line fell by 1.6 per cent when compared with 2016-17
- Sugar Loaf station recorded a 709.6 per cent increase compared with 2016-17, though passenger numbers are low and volatility in the estimates is more likely in such cases. There was also increased promotional activity and publicity for the station in 2017-18.

Table 17: Heart of Wales Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>				
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)	
Swansea	2,130,154	2,158,886	↑	1.3
Llanelli	413,062	400,780	↓	3.0
Bynea	1,930	2,228	↑	15.4
Llangennech	3,064	3,350	↑	9.3
Pontarddulais	5,522	4,820	↓	12.7
Pantyffynnon	4,076	3,274	↓	19.7
Ammanford	19,428	19,934	↑	2.6
Llandybie	9,382	10,756	↑	14.6
Ffairfach	2,552	2,694	↑	5.6
Llandeilo	18,764	19,520	↑	4.0
Llangadog	5,324	5,578	↑	4.8
Llanwrda	2,206	2,052	↓	7.0
Llandovery	15,596	16,732	↑	7.3
Cynghordy	994	1,170	↑	17.7
Sugar Loaf	228	1,846	↑	709.6
Llanwrtyd	7,484	7,254	↓	3.1
Llangammarch	1,996	1,782	↓	10.7
Garth (Powys)	974	1,032	↑	6.0
Cilmeri	1,698	1,436	↓	15.4
Builth Road	7,672	7,458	↓	2.8
Llandrindod	40,768	40,128	↓	1.6
Pen-Y-Bont	1,858	1,824	↓	1.8
Dolau	1,528	1,372	↓	10.2
Llanbister Road	860	992	↑	15.3
Llangynllo	720	806	↑	11.9
Knucklas	3,670	3,454	↓	5.9
Total (b)	571,356	562,272	↓	1.6
All Stations Total	2,701,510	2,721,158	↑	0.7

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Total without Swansea

(c) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Cambrian main line

The Cambrian Main Line runs from Shrewsbury across Mid-Wales to Aberystwyth via Machynlleth. In 2017-18:

- all stations along the line saw an increase when compared with 2016-17, the largest in Newtown (up 14.4 per cent)
- there was an increase of 5.5 per cent in station entries/exits on this line compared with 2016-17.

Table 18: Cambrian Main Line station usage, 2016-17 to 2016-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Welshpool	170,648	180,486	↑ 5.8
Newtown	161,722	185,064	↑ 14.4
Caersws	64,636	69,668	↑ 7.8
Machynlleth	135,990	137,686	↑ 1.2
Dovey Junction	4,084	4,434	↑ 8.6
Borth	64,498	67,168	↑ 4.1
Aberystwyth	327,334	335,426	↑ 2.5
All Stations Total	928,912	979,932	↑ 5.5

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Cambrian Coast line

The Cambrian Coast Line runs from Machynlleth to Pwllheli in North Wales via a number of stations along the coast. In 2017-18:

- there was a 0.4 per cent increase in station entries/exits on this line when compared to 2016-17.

Table 19: Cambrian Coast Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>				
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)	
Machynlleth	135,990	137,686	↑	1.2
Dovey Junction	4,084	4,434	↑	8.6
Penhelig	10,400	8,570	↓	17.6
Aberdovey	35,960	37,706	↑	4.9
Tywyn	104,238	102,220	↓	1.9
Tonfanau	2,758	3,292	↑	19.4
Llwyngwrl	30,076	28,560	↓	5.0
Fairbourne	42,146	40,512	↓	3.9
Morfa Mawddach	10,880	11,434	↑	5.1
Barmouth	185,586	186,824	↑	0.7
Llanaber	2,304	3,318	↑	44.0
Talybont	28,090	26,936	↓	4.1
Dyffryn Ardudwy	16,740	16,636	↓	0.6
Llanbedr	11,566	11,340	↓	2.0
Pensarn	3,234	2,736	↓	15.4
Llandanwg	4,272	4,312	↑	0.9
Harlech	113,562	124,892	↑	10.0
Tygwyn	1,802	1,580	↓	12.3
Talsarnau	6,032	5,400	↓	10.5
Llandecwyn	1,792	1,886	↑	5.2
Penrhyndeudraeth	56,788	56,156	↓	1.1
Minffordd	15,518	17,178	↑	10.7
Porthmadog	72,120	70,860	↓	1.7
Criccieth	29,600	27,486	↓	7.1
Penychain	3,540	4,126	↑	16.6
Abererch	2,140	2,506	↑	17.1
Pwllheli	79,502	76,454	↓	3.8
All Stations Total	1,010,720	1,015,040	↑	0.4

Source: WG analysis of ORR Estimates of Station Usage

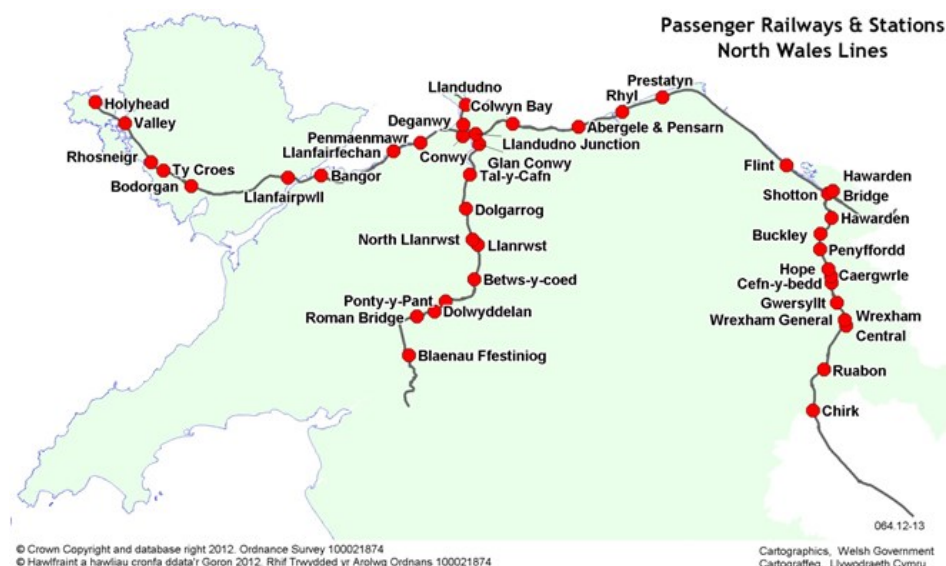
Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

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 2017-18:

- there was a decrease in station entries/exits of 1.3 per cent on this line when compared to 2016-17.

Table 20: North Wales Coast Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Shotton	234,124	215,066	↓ 8.1
Flint	261,094	257,500	↓ 1.4
Prestatyn	346,732	332,714	↓ 4.0
Rhyl	534,460	520,198	↓ 2.7
Abergele & Pensarn	68,632	70,114	↑ 2.2
Colwyn Bay	277,642	269,128	↓ 3.1
Llandudno Junction	320,040	317,382	↓ 0.8
Conwy	48,832	57,006	↑ 16.7
Penmaenmawr	12,212	11,692	↓ 4.3
Llanfairfechan	13,258	14,040	↑ 5.9
Bangor (Gwynedd)	657,050	662,060	↑ 0.8
Llanfairpwll	19,520	20,604	↑ 5.6
Bodorgan	4,956	5,552	↑ 12.0
Ty Croes	5,426	4,292	↓ 20.9
Rhosneigr	12,990	11,558	↓ 11.0
Valley	15,062	14,742	↓ 2.1
Holyhead	211,248	219,748	↑ 4.0
All Stations Total	3,043,278	3,003,396	↓ 1.3

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

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 2017-18:

- there was a decrease in station entries/exits of 0.3 per cent on this line when compared to 2016-17.

Table 21: Conwy Valley Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>				
Station	Exits	2017-18 Entries & Exits	Percentage change (a)	
Llandudno	296,762	305,280	↑	2.9
Deganwy	9,854	10,940	↑	11.0
Llandudno Junction	320,040	317,382	↓	0.8
Glan Conwy	3,566	3,166	↓	11.2
Tal-y-Cafn	1,328	1,148	↓	13.6
Dolgarrog	1,002	612	↓	38.9
North Llanrwst	1,582	1,942	↑	22.8
Llanrwst	14,770	12,606	↓	14.7
Betws-y-Coed	36,286	35,322	↓	2.7
Pont-y-Pant	812	842	↑	3.7
Dolwyddelan	3,918	3,442	↓	12.1
Roman Bridge	744	942	↑	26.6
Blaenau Ffestiniog	40,710	39,932	↓	1.9
All Stations Total	731,374	733,556	↑	0.3

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Borderlands line

The Borderlands Line runs north from Wrexham Central terminating at Bidston in the Wirral. In 2017-18:

- 4 stations along this line saw increases when compared with 2016-17, whilst 7 stations saw decreases
- there was a decrease of 4.6 per cent in station entries/exits on this line when compared with 2016-17.

Table 22: Borderlands Line station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Wrexham Central	74,184	88,568	↑ 19.4
Wrexham General	522,218	492,390	↓ 5.7
Gwersyllt	32,338	26,802	↓ 17.1
Cefn-y-Bedd	6,818	7,620	↑ 11.8
Caergwrle	18,086	17,800	↓ 1.6
Hope (Clwyd)	24,396	24,630	↑ 1.0
Penyffordd	22,386	20,686	↓ 7.6
Buckley	47,776	41,008	↓ 14.2
Hawarden	30,170	32,642	↑ 8.2
Shotton	234,124	215,066	↓ 8.1
Hawarden bridge	4,336	3,296	↓ 24.0
All Station Totals	1,016,832	970,508	↓ 4.6

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Wrexham to Chirk

This route is part of the Shrewsbury to Chester line. For 2017-18:

- there was a fall of 3.1 per cent in all station entries/exits on this route when compared with 2016-17.

Table 23: Wrexham to Chirk station usage, 2016-17 to 2017-18

<i>Number and percent</i>			
Station	2016-17 Entries & Exits	2017-18 Entries & Exits	Percentage change (a)
Wrexham General	522,218	492,390	↓ 5.7
Ruabon	90,964	95,670	↑ 5.2
Chirk	71,814	75,524	↑ 5.2
All Stations Total	684,996	663,584	↓ 3.1

Source: WG analysis of ORR Estimates of Station Usage

Notes:

(a) Percentage change = change in 2017-18 when compared to 2016-17

(b) Numbers are estimates and are subject to error. Volatility in the estimates is more common when numbers are low.

Key Quality Information

1 Data source

The Office of Rail and Road (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 2017-18 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 operated services to/from/within Wales during 2017-18 – Arriva Trains Wales (which operated the Wales and Borders franchise until October 2018)); 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).

The estimates are subject to some error. Volatility in the estimates is more common when numbers are low.

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 2020 (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.

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