Estimates of Station Usage 2014-15

Publication date: 15 December 2015

www.orr.gov.uk/statistics/published-stats/station-usage-estimates

OFFICE OF **RAIL AND ROAD**

Background Information

The latest in the series of **Estimates of Station Usage for 2014-15**, for all stations in Great Britain, were published by **Office of Rail and Road** (ORR) on 15 December 2015.

The **estimates of station usage** consist of the total numbers of people:

- Travelling from or to the station (**entries and exits**); and
- Interchanging at the station (**interchanges**)

Additional information includes geographical location, ticket type and changes from the previous year.

Alongside this information sheet, a number of documents are available on the ORR website, including:

- Estimates of Station Usage in 2014-15 (Excel)
- Time series of Total Entries & Exits and Interchanges for each year 1997-98 to 2014-15 (Excel)
- Methodological Report for the Estimates of Station Usage 2014-15 (PDF)
- Frequently Asked Questions (PDF)
- Infographics (PDF)

Methodology

As Britain does not have a fully gated rail network, a complete recording of passenger flows through stations is not possible. In the absence of comprehensive and robust count data, ORR commissioned **Steer Davies Gleave** (SDG) to produce these usage estimates annually, which are derived from the **Origin Destination Matrix** (ODM). This is a comprehensive matrix of rail flows throughout Great Britain. It is based upon the **MOIRA2** rail planning tool which itself is derived from **LENNON**, the rail industry's ticketing and revenue system, with some variations for specific circumstances:

– For **journeys from or to group stations**, where all stations in the group have a ticket office, usage of each station is based on a proportion of ticket sales at each station. Where one or more group stations has no ticket office, usage of each station is estimated using bespoke methodology based on the best available data.

– Estimates are included for travel undertaken using **zonal or multi-modal tickets** sold by Strathclyde Partnership for Transport and the English Integrated Transport Authorities (formerly Passenger Transport Executives) along with Travelcards in the London area.

Limitations

Certain train operators, primarily Eurostar and Heathrow Express, are not included in rail industry systems. Therefore, travel using **these operators' tickets are not included in the estimates of station usage**.

A number of **improvements to the methodology** have been implemented over recent years. These changes should be taken into account when considering changes in usage between years, as it may be a result of improved methodology, rather than reflecting an actual change in demand at the station. These improvements, and the reasons for them, are detailed in the Methodological Report.

Interchanges at stations have been estimated using the Central Allocations File. This contains route alternatives for each origin and destination and uses a model to estimate the proportion of passengers using each available route.

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Stations with the Most Entries & Exits

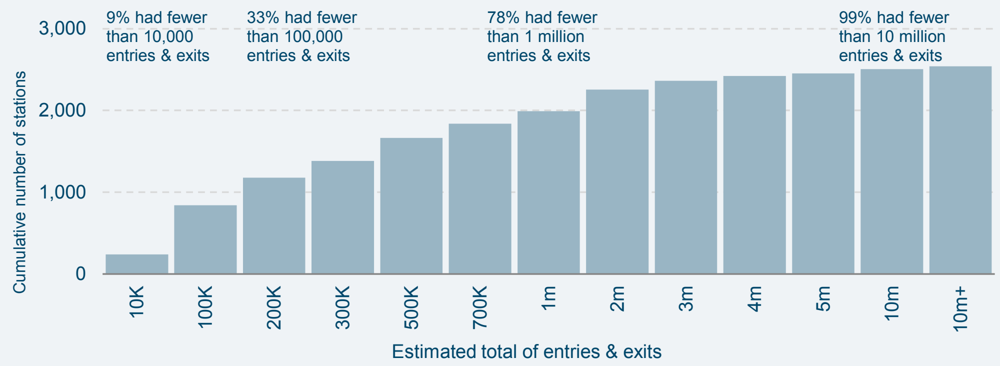
Within London

Station	Entries & Exits
1. Waterloo	99,201,604
2. Victoria	85,337,996
3. Liverpool Street	63,631,246
4. London Bridge	49,517,854
5. Charing Cross	42,978,890
6. Euston	42,952,298
7. Paddington	35,724,684
8. King's Cross	31,346,862
9. Stratford	30,974,204
10. St. Pancras	28,241,930

Outside London

Station	Entries & Exits
1. Birmingham New Street	35,312,788
2. Glasgow Central	28,964,760
3. Leeds	28,847,648
4. Manchester Piccadilly	24,614,970
5. Edinburgh	21,106,540
6. Gatwick Airport	17,494,324
7. Brighton	17,170,740
8. Glasgow Queen Street	16,959,230
9. Reading	16,339,602
10. Liverpool Central	15,272,837

Distribution of Entries & Exits



Top 10 Interchange Stations

Station	Interchanges
1. Clapham Junction	28,425,609
2. Waterloo	10,188,921
3. Victoria	9,637,566
4. London Bridge	8,454,418
5. East Croydon	7,516,092

Station	Interchanges
6. Birmingham New Street	5,379,133
7. Reading	3,924,743
8. St. Pancras	3,887,930
9. King's Cross	3,735,773
10. Euston	3,534,660

Percentage change in estimated usage between 2013-14 and 2014-15

10 largest increases in estimated entries and exits

1. Energlyn & Churchill Park (15,939 to 69,390)
Up 335% - Increased demand in new station, opened December 2013

2. Pevensey Bay (6,838 to 25,464)
Up 272% - Likely to be related to tourist traffic

3. Manea (3,694 to 10,794)
Up 192% - Station received an improved service from January 2014

4. Prittlewell* (163,802 to 424,804)
Up 159% - Improved methodology for the distribution of Southend branch line season tickets and count-based distribution at Southend stations

5. Blaydon (5,014 to 11,880)
Up 137% - Timetable improvements

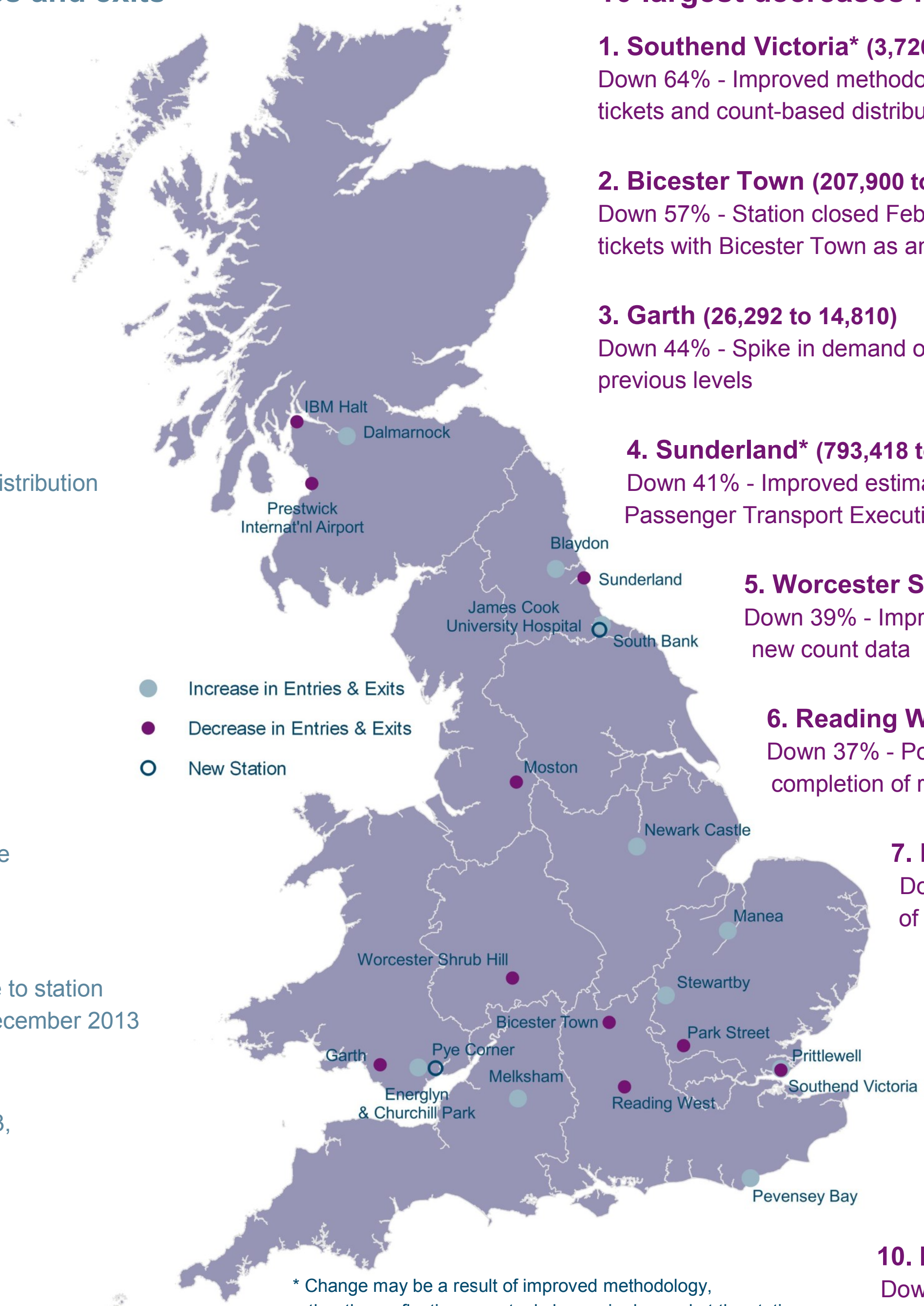
6. Newark Castle* (240,454 to 538,503)
Up 124% - Improved allocation across group stations from collection of new count data

7. Melksham (23,930 to 51,858)
Up 117% - Continued increase from an improved service introduced in December 2013

8. Dalmarnock (100,360 to 217,120)
Up 116% - Continued trend of high growth, possibly due to station refurbishment and introduction of Sunday services in December 2013

9. Stewartby (16,012 to 32,330)
Up 102% - Kimberly College opened in September 2013, with more pupils in 2014-15

10. South Bank (12,544 to 22,860)
Up 82% - Continued high growth trend



* Change may be a result of improved methodology, rather than reflecting an actual change in demand at the station

10 largest decreases in estimated entries and exits

1. Southend Victoria* (3,726,876 to 1,358,773)
Down 64% - Improved methodology for the distribution of Southend branch line season tickets and count-based distribution at Southend stations

2. Bicester Town (207,900 to 88,440)
Down 57% - Station closed February 2014 to October 2015. Although, it is possible that tickets with Bicester Town as an origin or destination were still available to buy.

3. Garth (26,292 to 14,810)
Down 44% - Spike in demand on the Maesteg Line in 2013-14 has now returned to previous levels

4. Sunderland* (793,418 to 465,784)
Down 41% - Improved estimates from a change to the Tyne & Wear Passenger Transport Executive infill methodology

5. Worcester Shrub Hill* (968,834 to 595,402)
Down 39% - Improved allocation across group stations from collection of new count data

6. Reading West (610,814 to 385,332)
Down 37% - Possible reversal of demand to Reading, following completion of redevelopment work

7. Prestwick International Airport (453,998 to 293,888)
Down 35% - Likely to be linked to a decline in the number of passengers travelling from Glasgow Prestwick Airport

8. Moston (125,902 to 82,486)
Down 34% - Reduced service following a timetable change in May 2014

9. Park Street (31,734 to 90,944)
Down 34% - Part of the Abbey Line, which was closed November to December 2014 for upgrades at Watford

10. IBM Halt (71,128 to 47,376)
Down 33% - Continued trend of decreasing demand