

STATEMENT OF REASONS FOR THE STRATEGIC RAIL AUTHORITY'S PROPOSAL TO DISCONTINUE PASSENGER SERVICES BETWEEN WEST LONDON JUNCTION AND LATCHMERE No. 3 JUNCTION ("SHEEPCOTE LANE CURVE")

INTRODUCTION

The Strategic Rail Authority (SRA) has proposed under Section 38 of the Railways Act 1993, as amended by the Transport Act 2000, to discontinue all the passenger services on the line between West London Junction and Latchmere No. 3 Junction (the Sheepcote Lane Curve) in the London Borough of Wandsworth, on or after 1 October 2004. The SRA has proposed to do this because the operation of the services would incur subsidy that would exceed the benefits derived, the usage of the services is low, their provision is inconsistent with the SRA objective of reducing the number of operators at London termini and alternative services exist.

In Winter 2003/04 the following services are timetabled to use the Sheepcote Lane Curve:

Mondays to Thursdays only 20:16 Pembroke Dock to London Waterloo (arriving 04:13).

Tuesdays to Fridays only 05:05 London Waterloo to Maesteg (arriving 09:11).

Full details of these services are in Annex 1.

This statement of reasons is prepared in support of the proposal to withdraw the two services detailed above that operate non-stop between London Waterloo and Reading via Queenstown Road (Battersea), the Sheepcote Lane Curve, West Brompton, Kensington Olympia and the Great Western Main Line.

It should be noted that although the Sheepcote Lane Curve will no longer be used in relation to any regular scheduled passenger services, it will continue to be used for freight services and for empty stock movements by Eurostar services between Waterloo International and North Pole depot, and also as an emergency diversionary route.

Services between London Waterloo and South Wales/Manchester via Salisbury and Bristol Temple Meads were introduced by British Rail in September 1994. In September 1997, one of the Mondays to Fridays services in each direction was diverted to operate via the Sheepcote Lane Curve and Reading. The other services, which will also be withdrawn, use an alternative route that is not affected by the proposed closure of the Sheepcote Lane Curve. None of these services were part of the Passenger Service Requirement for the original Wales & West franchise let in September 1996, which became the Wales & Borders franchise in October 2001.

STATEMENT OF REASONS

Economic

The London Waterloo to Wales services were not included as part of the Passenger Service Requirement in the franchise specification for services for the new Wales & Borders franchise, as the SRA economic appraisal indicated that the subsidy required was

greater than any wider benefits that would be derived from continuing the service. This conclusion was confirmed during the franchising process when bidders were asked to provide their own estimates of the subsidy that they would require to continue their operation. However, due to the constraints of the timetable bidding process these services are included in the franchise agreement with Arriva Trains Wales (ATW), the operator of the new Wales & Borders franchise which commenced operation on 7 December 2003, for the period up to the end of the Winter 2003/04 timetable on 22 May 2004.

Passenger Use

Train counts between Reading and London Waterloo in April and September 2003 and February 2004 indicate that on average, approximately 6 passengers per day used the service from Reading to London Waterloo and 2 from London Waterloo to Reading. Train counts between London Waterloo and Cardiff Central are shown in Annex 2.

Loadings on the 05:05 from London Waterloo increased west of Reading to, 33 from Swindon, and 105 from Bath Spa. The additional FGW service departing from Reading at 06:11 meets this demand. Demand for the 20:16 Pembroke Dock to London Waterloo service east of Cardiff did not indicate that a replacement service from Cardiff Central was warranted: Loadings on this service were at their maximum of 18 on departure from Cardiff Central at 00:25 and in the range of 12 to 7 between Newport and Didcot Parkway.

Combining franchises: London termini

The provision of these services is also inconsistent with the objective which, following a positive response to its consultation document, "Combining franchises: London termini 12 March 2002", the SRA is pursuing of reducing the number of different franchise operators at London termini.

Alternative services

The alternative services for those via the Sheepcote Lane Curve between London Waterloo and Reading (i.e. dep. London Waterloo 05:05, arr. Reading 06:00; dep. Reading 03:00, arr. London Waterloo 04:13) will be operated by First Great Western Link as follows:

| | | Mondays to Fridays | |
|-------------------|------|--------------------|-------|
| London Paddington | dep. | 03:35 | 06:00 |
| Reading | arr. | 04:30 | 06:31 |
| | | | |
| Reading | dep. | 02:34 | 04:34 |
| London Paddington | arr. | 03:26 | 05:30 |

Connections between London Paddington and London Waterloo using taxis, or by bus with either one or two changes, are available.

The principal route between London Waterloo and Reading (via Clapham Junction and Staines) which is operated by South West Trains, is not affected by this proposal. Services will continue to operate over it as normal, halfhourly Mondays to Saturdays and hourly on Sundays.

For those passengers who use the services affected by this proposal to travel direct to, or from stations beyond Reading, there are alternative services via the Great Western Main Line into and out of London Paddington with changes, where necessary at Reading, Bristol Temple Meads, Bristol Parkway, Cardiff Central or Bridgend. Step free access is available to the platforms at these stations. Disabled passengers can book assistance through the Disabled Persons Reporting System (DPRS) should they require help to make changes between trains. 24 hours notice is required to arrange assistance through the DPRS. Bakerloo Line Underground services provide direct connections between London Waterloo and London Paddington. Direct connections by the Number 705 bus and taxi are also available.

The SRA has reached an agreement with First Great Western (FGW) for it to provide an alternative for the Reading to Cardiff Central element of the 05:05 London Waterloo to Maesteg service. This service is planned to depart Reading at 06:11 and arrive at Cardiff Central at 08:17. The planned timings of this service at all calling points are shown in Annex 1 (c). ATW will operate the Cardiff Central to Maesteg portion of the current through service from London Waterloo, departing from Cardiff Central at 08:21, to Maesteg, arriving at 09:11, as now.

ATW will operate a 20:16 Pembroke Dock to Cardiff Central service in the same times as the current through service from Pembroke Dock to London Waterloo.

The first and last FGW services of the day between London Paddington and Bristol Temple Meads/Cardiff Central/Swansea will be as follows:

| | | Mondays to Fridays | | | |
|----------------------|------|--------------------|-------|-------|-------|
| London Paddington | dep. | 06:15 | 07:00 | 22:10 | 23:35 |
| Bristol Temple Meads | arr. | 07:57 | | | 01:30 |
| Cardiff Central | dep. | | 09:01 | 00:20 | |
| Swansea | arr. | | 09:56 | 01:25 | |
| | | | | | |
| Swansea | dep. | 03:30 | | 20:27 | |
| Cardiff Central | dep. | 04:25 | | 21b28 | |
| Bristol Temple Meads | dep. | | 05:22 | | 22:45 |
| London Paddington | arr. | 06:43 | 07:10 | 23b38 | 00:47 |

b = Change Cardiff Central

The planned timings of these services at all calling points with connections to all destinations served by the direct London Waterloo to Maesteg and Pembroke Dock to London Waterloo services are shown in Annex 1 (a to d).

Fares

A comparison of fares from selected stations to London valid to 22 May 2004 is shown in Annex 3. These include fares which are valid by ATW only and which will be withdrawn after that date. These are the SuperAdvance Single (which must be booked by 18:00 on the day before travel) and the Apex Single (which must be booked at least 7 days in advance). Return SuperAdvance and Apex fares are double the single fares.

The ATW SuperAdvance and Apex fares are significantly cheaper than the other refund restricted, quota controlled advance purchase tickets valid on the FGW services between London and Bristol/Wales (route Slough). In the case of SuperAdvance Single, the route Slough fares are more than twice the price of the equivalent ATW SuperAdvance and Apex Single fares. For return journeys, SuperAdvance Returns routed via Slough/any permitted route are in the range of 35 to 50% higher than those by the ATW service only. With Apex tickets, the difference is in the range of 12 to 24%.

The withdrawal of the ATW services removes the lowest advance purchase fares available between Wales and London. However, these fares generate very few sales on the services via the Sheepcote Lane Curve: A total of 5 bookings of Apex and SuperAdvance tickets were made in a 3 week period in February and March 2004 in the Cardiff to London direction, and none in the London to Cardiff direction. This indicates that the withdrawal of these fares will not in itself lead to disbenefit for passengers using services via the Sheepcote Lane Curve.

SUMMARY

The continued operation of the services via the Sheepcote Lane Curve would incur subsidy that would exceed the benefits derived.

The usage of the services between Reading and London Waterloo is very low and alternative services exist between Reading and London Paddington.

The provision of services via the Sheepcote Lane Curve is inconsistent with the SRA objective of reducing the number of operators at London Termini.

Usage of the London Waterloo to Maesteg service increases west of Reading and a replacement service will be operated between Reading and Cardiff Central to cater for this demand. The Cardiff Central to Maesteg portion of the through service from London Waterloo will continue to operate.

The Pembroke Dock to London Waterloo service will continue to operate as far as Cardiff Central. Usage of the service east of Cardiff is low and does not justify the provision of a replacement service to London.

Alternative services to all destinations affected by the withdrawal of the services via the Sheepcote Lane Curve will be available using either earlier or later services.

STATEMENT OF RECOMMENDATIONS BY THE STRATEGIC RAIL AUTHORITY ON CONDITIONS TO BE ATTACHED TO ANY CONSENT TO THE CLOSURE FOLLOWING ITS PROPOSAL TO DISCONTINUE PASSENGER SERVICES BETWEEN WEST LONDON JUNCTION AND LATCHMERE No. 3 JUNCTION (“SHEEPCOTE LANE CURVE”)

The Strategic Rail Authority (SRA) has not made any recommendations with respect to conditions to be attached to any consent to the closure. The SRA proposes that the closure should be allowed to proceed without conditions.

The SRA has reached this conclusion because:

- 1) the usage of the services which operate via the Sheepcote Lane Curve between Reading and London Waterloo is very low and alternative services exist between Reading and London Paddington; and
- 2) alternative services to all destinations affected by the withdrawal of the services via the Sheepcote Lane Curve will be available using either earlier or later services.

Annex 1 (a)

Timetable of 20:16 Pembroke Dock to London Waterloo service 28 September 2003 to 22 May 2004 with alternative first service of the day from 23 May to 11 December 2004

| | | 28 September 2003 to 22 May 2004 | | 23 May 2004 to 11 December 2004 |
|--------------------------|------|-------------------------------------|-----------------|------------------------------------|
| | | Fridays Excepted | Fridays Only | Mondays to Fridays |
| Pembroke Dock | dep. | 20:16 | 20:16 | 07:05 |
| Pembroke | dep. | 20:24 | 20:24 | 07:13 |
| Lamphey | dep. | 20:27 | 20:27 | 07:16 |
| Manorbier | dep. | 20:35 | 20:35 | 07:24 |
| Penally | dep. | 20:40 | 20:40 | 07:29 |
| Tenby | dep. | 20:45 | 20:45 | 07:33 |
| Saundersfoot | dep. | 20:52 | 20:52 | 07:41 |
| Kilgetty | dep. | 20:54 | 20:54 | 07:42 |
| Narberth | dep. | 21:03 | 21:03 | 07:52 |
| Whitland | dep. | 21:12 | 21:12 | 08:10 |
| Carmarthen | dep. | 21:34 | 21:34 | 08:34 |
| Ferryside | dep. | 21:43 | 21:43 | 08b16 |
| Kidwelly | dep. | 21:48 | 21:48 | 08b22 |
| Pembrey & Burry Port | dep. | 21:55 | 21:55 | 08:52 |
| Llanelli | dep. | 22:01 | 22:01 | 08:58 |
| Gowerton | dep. | 22:09 | 22:09 | 08b42 |
| Swansea | dep. | 22:30 | 22:30 | 09:35 |
| Llansamlet | dep. | 23:37 | 23:37 | 09:42 |
| Skewen | dep. | 22:41 | 22:41 | 09:46 |
| Neath | dep. | | 22:45 | 09:50 |
| Briton Ferry | dep. | 22:48 | 22:48 | 09:53 |
| Baglan | dep. | 22:52 | 22:52 | 09:57 |
| Port Talbot Parkway | dep. | 22:56 | 22:56 | 10:01 |
| Pyle | dep. | 23:03 | 23:03 | 10:08 |
| Bridgend | dep. | 23:11 | 23:11 | 10:16 |
| Cardiff Central | arr. | 23:53 | 23:53 | 10:38 |
| Cardiff Central | dep. | 00:25 | 00:25 | 10:55 |
| Newport | dep. | 00:39 | 00:39 | 11b09 |
| Bristol Parkway | dep. | 01:17 | 01:17 | 11b31 |
| Bristol Temple Meads | arr. | 01:25 | 01:25 | 11:49 |
| Bristol Temple Meads | dep. | 01:33 | | |
| Swindon | arr. | 02:10 | | 11b58 |
| Didcot Parkway | arr. | 02:34 | | 12b16 |
| Reading | arr. | 02:56 | | 12b34 |
| London Waterloo | arr. | 04:13 | | |
| London Paddington | arr. | | | 13b02 |

b = Change Cardiff Central

Annex 1 (b)

Timetable of 20:16 Pembroke Dock to London Waterloo service 28 September 2003 to 22 May 2004 with alternative last services of the day from 23 May to 11 December 2004

| | | 28 September 2003 to 22 May 2004 | | 23 May 2004 to 11 December 2004 | | | | |
|--------------------------|------|-------------------------------------|-----------------|------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | | Fridays Excepted | Fridays Only | Mondays to Fridays | Mondays to Fridays | Mondays to Fridays | Mondays to Fridays | Mondays to Fridays |
| Pembroke Dock | dep. | 20:16 | 20:16 | 18:16 | | 20:16 | | |
| Pembroke | dep. | 20:24 | 20:24 | 18:24 | | 20:24 | | |
| Lamphey | dep. | 20:27 | 20:27 | 18:27 | | 20:27 | | |
| Manorbier | dep. | 20:35 | 20:35 | 18:35 | | 20:35 | | |
| Penally | dep. | 20:40 | 20:40 | 18:40 | | 20:40 | | |
| Tenby | dep. | 20:45 | 20:45 | 18:45 | | 20:45 | | |
| Saundersfoot | dep. | 20:52 | 20:52 | 18:52 | | 20:52 | | |
| Kilgetty | dep. | 20:54 | 20:54 | 18:54 | | 20:54 | | |
| Narberth | dep. | 21:03 | 21:03 | 19:03 | | 21:03 | | |
| Whitland | dep. | 21:12 | 21:12 | 19:12 | | 21:12 | | |
| Carmarthen | dep. | 21:34 | 21:34 | 19:34 | | 21:34 | | |
| Ferryside | dep. | 21:43 | 21:43 | 19:43 | | 21:43 | | |
| Kidwelly | dep. | 21:48 | 21:48 | 19:49 | | 21:48 | | |
| Pembrey & Burry Port | dep. | 21:55 | 21:55 | 19:56 | | 21:55 | | |
| Llanelli | dep. | 22:01 | 22:01 | 20:02 | | 22:01 | | |
| Gowerton | dep. | 22:09 | 22:09 | 18b02 | | 22:09 | | |
| Swansea | dep. | 22:30 | 22:30 | 20:27 | | 22:30 | 03:30 | |
| Llansamlet | dep. | 23:37 | 23:37 | 19b43 | | 23:37 | | |
| Skewen | dep. | 22:41 | 22:41 | 19b43 | | 22:41 | | |
| Neath | dep. | | 22:45 | 20:38 | | 22:45 | 03:40 | |
| Briton Ferry | dep. | 22:48 | 22:48 | 19b54 | | 22:48 | | |
| Baglan | dep. | 22:52 | 22:52 | 19b58 | | 22:52 | | |
| Port Talbot Parkway | dep. | 22:56 | 22:56 | 20:46 | | 22:56 | 03:49 | |
| Pyle | dep. | 23:03 | 23:03 | 20b09 | | 23:03 | | |
| Bridgend | dep. | 23:11 | 23:11 | 21:00 | | 23:11 | 04:00 | |
| Cardiff Central | arr. | 23:53 | 23:53 | 21:21 | | 23:53 | 04:22 | |
| Cardiff Central | dep. | 00:25 | 00:25 | 21.28 | | | 04:25 | |
| Newport | dep. | 00:39 | 00:39 | 21b48 | | | 04:39 | |
| Bristol Parkway | dep. | 01:17 | 01:17 | 22b04 | | | 05:07 | |
| Bristol Temple Meads | arr. | 01:25 | 01:25 | 22c52 | | | 05d49 | |
| Bristol Temple Meads | dep. | 01:33 | | | 22:45 | | | 05:22 |
| Swindon | arr. | 02:10 | | 22b32 | 23:25 | | 05:36 | 06:03 |
| Didcot Parkway | arr. | 02:34 | | 22b51 | 23:45 | | 05:54 | 06:22 |
| Reading | arr. | 02:56 | | 23b06 | 00:02 | | 06:11 | 06:37 |
| London Waterloo | arr. | 04:13 | | | | | | |
| London Paddington | arr. | | | 23b38 | 00:47 | | 06:43 | 07:10 |

b = Change Cardiff Central

c = Change Cardiff Central (dep.21:32)

d = Change Cardiff Central (dep. 04:53)

Annex 1 (c)

Timetable of 05:05 London to Maesteg service 28 September 2003 to 22 May 2004 with alternative first services of the day from 23 May to 11 December 2004

| | | 28 September 2003 to 22 May 2004 | | 23 May 2004 to 11 December 2004 | | | |
|-----------------------------|------|-------------------------------------|--|------------------------------------|-----------------------|-----------------------|-----------------------|
| | | Mondays Excepted | Mondays Only (Bank Holidays Excepted) | Mondays to Fridays | Mondays to Fridays | Mondays to Fridays | Mondays to Fridays |
| London Paddington | dep. | | | 03:35 | 06:15 | 06:45 | 07:00 |
| London Waterloo | dep. | 05:05 | | | | | |
| Reading | arr. | 06:00 | | 04:30 | 06:40 | 07:15 | 07:25 |
| Reading | dep. | 06:00 | 06:00 | 06b11 | 06:40 | 07:15 | 07:25 |
| Didcot Parkway | dep. | 06:18 | 06:18 | 06b25 | 06:55 | 07:30 | |
| Swindon | dep. | 06:42 | 06:42 | 06b42 | 07:13 | 07:50 | 07:57 |
| Chippenham | dep. | 06:56 | 06:56 | 06b56 | 07:27 | 08:05 | |
| Bath Spa | dep. | 07:10 | 07:10 | 07b10 | 07:40 | 08:20 | |
| Bristol Temple Meads | arr. | 07:24 | 07:24 | 07b22 | 07:57 | 08:40 | |
| Bristol Temple Meads | dep. | 07:27 | 07:27 | 07b27 | 08:20 | 09:05 | |
| Lawrence Hill | dep. | 07:30 | 07:30 | 07c35 | | 09c08 | |
| Stapleton Road | dep. | 07:32 | 07:32 | 07c37 | | 09c10 | |
| Filton Abbey Wood | dep. | 07:37 | 07:37 | 07b35 | 08c28 | | |
| Severn Tunnel Junction | dep. | 07:52 | 07:52 | 07b47 | 08c44 | | |
| Newport | dep. | 08:04 | 08:04 | 07b57 | | | 08:44 |
| Cardiff Central | arr. | 08:19 | 08:19 | 08b17 | | | 09:01 |
| Cardiff Central | dep. | 08:21 | 08:21 | | | | 09:21 |
| Pontyclun | arr. | 08:33 | 08:33 | | | | 09e32 |
| Pencoed | arr. | 08:40 | 08:40 | | | | 09e39 |
| Bridgend | arr. | 08:47 | 08:47 | | | | 09:22 |
| Wildmill | arr. | 08:49 | 08:49 | | | | 09f48 |
| Sarn | arr. | 08:52 | 08:52 | | | | 09f51 |
| Tondu | arr. | 08:56 | 08:56 | | | | 09f55 |
| Garth | arr. | 09:05 | 09:05 | | | | 10f04 |
| Maesteg Ewenny Rd | arr. | 09:08 | 09:08 | | | | 10f07 |
| Maesteg | arr. | 09:11 | 09:11 | | | | 10f10 |

b = Change Reading. Does not run on Bank Holidays

c = Change Bristol Temple Meads

e = Change Cardiff Central

f = Change Bridgend

Annex 1 (d)

Timetable of 05:05 London to Maesteg service 28 September 2003 to 22 May 2004 with alternative last services of the previous day from 23 May to 11 December 2004

| | | 28 September 2003 to 22 May 2004 | | 23 May 2004 to 11 December 2004 | | | | |
|-----------------------------|------|-------------------------------------|--|------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | | Mondays Excepted | Mondays Only (Bank Holidays Excepted) | Mondays to Fridays | Mondays to Fridays | Mondays to Fridays | Mondays to Fridays | Mondays to Fridays |
| London Paddington | dep. | | | 19:15 | 20:00 | 21:00 | 22:10 | 23:35 |
| London Waterloo | dep. | 05:05 | | | | | | |
| Reading | arr. | 06:00 | | 19:40 | 20:25 | 21:25 | 22:37 | 00:01 |
| Reading | dep. | 06:00 | 06:00 | 19:40 | 20:25 | 21:25 | 22:37 | 00:01 |
| Didcot Parkway | dep. | 06:18 | 06:18 | 19:55 | | | 22:53 | 00:19 |
| Swindon | dep. | 06:42 | 06:42 | 20:15 | 20:55 | 21:55 | 23:13 | 00:40 |
| Chippenham | dep. | 06:56 | 06:56 | 20:30 | | | | 00:56 |
| Bath Spa | dep. | 07:10 | 07:10 | 20:45 | | | | 01:09 |
| Bristol Temple Meads | arr. | 07:24 | 07:24 | 21:02 | | | | 01:30 |
| Bristol Temple Meads | dep. | 07:27 | 07:27 | 21b35 | | | | |
| Lawrence Hill | arr. | 07:30 | 07:30 | 21b38 | | | | |
| Stapleton Road | arr. | 07:32 | 07:32 | 21b40 | | | | |
| Filton Abbey Wood | arr. | 07:37 | 07:37 | | | 23f30 | | |
| Severn Tunnel Junction | arr. | 07:52 | 07:52 | | | 23j29 | | |
| Newport | arr. | 08:04 | 08:04 | | 21:45 | 22:44 | 00:01 | |
| Cardiff Central | arr. | 08:19 | 08:19 | | 22:01 | 23:01 | 00:20 | |
| Cardiff Central | dep. | 08:21 | 08:21 | | 22:39 | | 00:20 | |
| Pontyclun | arr. | 08:33 | 08:33 | | 22c51 | | | |
| Pencoed | arr. | 08:40 | 08:40 | | 22c58 | | | |
| Bridgend | arr. | 08:47 | 08:47 | | 22:21 | | 00:43 | |
| Wildmill | arr. | 08:49 | 08:49 | | 22e39 | | | |
| Sarn | arr. | 08:52 | 08:52 | | 22e44 | | | |
| Tondu | arr. | 08:56 | 08:56 | | 22e47 | | | |
| Garth | arr. | 09:05 | 09:05 | | 22e56 | | | |
| Maesteg Ewenny Rd | arr. | 09:08 | 09:08 | | 22e59 | | | |
| Maesteg | arr. | 09:11 | 09:11 | | 23e00 | | | |

b = Change Bristol Temple Meads

c = Change Cardiff Central

e = Change Bridgend (dep. 22:35)

f = Change Bristol Parkway (arr. 22:22, dep. 23:27)

j = Change Bristol Parkway (arr. 22:22, dep. 23:15)

Annex 2 (a)

Passenger counts on 20:16 Pembroke Dock to London Waterloo between Cardiff Central and London Waterloo

| | Number of passengers on departure from | | | | | | | | | |
|---------------------------|--|--------------------------|----------------------------------|-----------------------------|--------------------------|---------------------------------|--------------------------|----------------------------------|--|--|
| | Cardiff Central dep. 00:25 | Newport dep. 00:39 | Bristol Parkway dep. 01:17 | Bristol TM dep. 01:33 | Swindon dep. 02:12 | Didcot Parkway dep. 02:35 | Reading dep. 03:00 | London Waterloo arr. 04:13 | | |
| Fri 11 Apr 2003 | 16 | 15 | 10 | 11 | 10 | 11 | 10 | | | |
| Tue 15 Apr 2003 | 9 | 5 | 5 | 10 | 8 | 9 | 9 | | | |
| Tue 02 Sep 2003 | 10 | 8 | 10 | 19 | 17 | 17 | 7 | | | |
| Wed 03 Sep 2003 | 14 | 10 | 10 | 10 | 6 | 9 | 6 | | | |
| Thu 04 Sep 2003 | 11 | 8 | 8 | 2 | 4 | 5 | 6 | | | |
| Tue 09 Sep 2003 | 11 | 9 | 9 | 7 | 7 | 0 | 2 | | | |
| Wed 10 Sep 2003 | 9 | 7 | 6 | 5 | 7 | 9 | 3 | | | |
| Thu 11 Sep 2003 | 100 | 50 | 45 | 30 | 24 | 23 | 17 | | | |
| Mon 02 Feb 2004 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | | | |
| Tue 03 Feb 2004 | 13 | 12 | 2 | 0 | 0 | 3 | 0 | | | |
| Wed 04 Feb 2004 | 6 | 2 | 0 | 0 | 0 | 1 | 0 | | | |
| Thu 05 Feb 2004 | 18 | 15 | 0 | 0 | 0 | 4 | 5 | | | |
| Mon 09 Feb 2004 | 14 | 27 | 27 | 10 | 4 | 4 | 4 | | | |
| Tue 10 Feb 2004 | 15 | 5 | 5 | 8 | 4 | 5 | 2 | | | |
| Wed 11 Feb 2004 | 9 | 3 | 3 | 4 | 6 | 6 | 5 | | | |
| Thu 12 Feb 2004 | 32 | 12 | 8 | 12 | 10 | 12 | 15 | | | |
| Average all counts | 18 | 12 | 9 | 8 | 7 | 7 | 6 | | | |

Annex 2 (b)

Passenger counts on 05:05 from London Waterloo to Maesteg between London Waterloo and Cardiff Central

| | Number of passengers on departure from | | | | | | | | | | | | |
|---------------------------|--|------------|----------------|------------|------------|------------|------------|---------------|----------------|------------|------------|------------|-----------------|
| | London Waterloo | Reading | Didcot Parkway | Swindon | Chippenham | Bath Spa | Bristol TM | Lawrence Hill | Stapleton Road | Filton AW | Severn TJ | Newport | Cardiff Central |
| | dep. 05:05 | dep. 06:00 | dep. 06:18 | dep. 06:42 | dep. 06:56 | dep. 07:10 | dep. 07:27 | dep. 07:30 | dep. 07:32 | dep. 07:37 | dep. 07:52 | dep. 08:04 | arr. 08:19 |
| Fri 11 Apr 2003 | 0 | 6 | 17 | 35 | 97 | 94 | N/C | N/C | N/C | N/C | N/C | N/C | |
| Tue 15 Apr 2003 | 3 | 9 | 14 | 32 | 59 | 103 | N/C | N/C | N/C | N/C | N/C | N/C | |
| Mon 01 Sep 2003 | N/A | 8 | 14 | 24 | 99 | 125 | 60 | 67 | 73 | 57 | N/C | 45 | |
| Tue 02 Sep 2003 | 3 | 15 | 16 | 30 | 85 | 102 | 60 | 62 | 62 | 46 | N/C | 65 | |
| Wed 03 Sep 2003 | 0 | 4 | 10 | 25 | 71 | 40 | 36 | 38 | 38 | 23 | N/C | 18 | |
| Thu 04 Sep 2003 | 8 | 15 | 22 | 27 | 56 | 50 | 34 | 35 | 35 | 21 | N/C | 39 | |
| Fri 05 Sep 2003 | 8 | 17 | 27 | 50 | 76 | 52 | 22 | 22 | 23 | 14 | N/C | 41 | |
| Mon 08 Sep 2003 | N/A | 3 | 14 | 39 | 77 | 123 | 76 | 80 | 83 | 47 | N/C | 59 | |
| Tue 09 Sep 2003 | 6 | 10 | 17 | 41 | 83 | 130 | 110 | 115 | 115 | 75 | N/C | 50 | |
| Wed 10 Sep 2003 | 1 | 8 | 13 | 40 | 80 | 125 | 120 | 125 | 125 | 80 | N/C | 70 | |
| Thu 11 Sep 2003 | 3 | 12 | 19 | 36 | 82 | 110 | 70 | 68 | 74 | 41 | N/C | 72 | |
| Tue 03 Feb 2004 | 0 | 4 | 10 | 20 | 0 | 0 | 45 | 46 | 48 | 53 | 58 | 108 | |
| Wed 04 Feb 2004 | 0 | 3 | 8 | 23 | 62 | 150 | 93 | 96 | 97 | 61 | 63 | 89 | |
| Thu 05 Feb 2004 | 0 | 5 | 10 | 23 | 61 | 145 | 99 | 98 | 101 | 58 | 67 | 78 | |
| Fri 06 Feb 2004 | 0 | 8 | 12 | 29 | 72 | 140 | 92 | 94 | 96 | 64 | 70 | 92 | |
| Mon 09 Feb 2004 | N/A | 8 | 14 | 45 | 75 | 130 | 120 | 122 | 124 | 70 | 74 | 68 | |
| Tue 10 Feb 2004 | 0 | 4 | 12 | 35 | 78 | 115 | 105 | 108 | 106 | 72 | 74 | 53 | |
| Wed 11 Feb 2004 | 0 | 8 | 14 | 36 | 78 | 135 | 80 | 84 | 87 | 70 | 73 | 95 | |
| Thu 12 Feb 2004 | 0 | 11 | 12 | 32 | 98 | 125 | 84 | 85 | 87 | 63 | 65 | 87 | |
| Average all counts | 2 | 8 | 14 | 33 | 73 | 105 | 77 | 79 | 81 | 54 | 68 | 66 | |

N/A = Train starts at Reading on Mondays. N/C = Not counted.

Comparison of Standard fares to London Terminals valid 4 January to 22 May 2004

| Origin | Standard Single route any permitted | Standard Return route any permitted | Super Saver Return route any permitted | Saver Return route any permitted | Super Advance Single route Slough | Super Advance Return route any permitted | Apex Single route Slough | Apex Return route Slough | Super Advance Single route ATW only | Super Advance Return route ATW only | Apex Single route ATW only | Apex Return route ATW only |
|-----------------|-------------------------------------|-------------------------------------|--|----------------------------------|-----------------------------------|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|----------------------------|----------------------------|
| Bath Spa | £65.00 | £130.00 | £34.00 | £41.30 | £27.50 | £28.00 | N/A | £18.50 | £9.50 | £19.00 | £8.00 | £16.00 |
| Bristol TM | £73.50 | £147.00 | £35.00 | £43.20 | £28.00 | £28.50 | N/A | £19.50 | £9.50 | £19.00 | £8.00 | £16.00 |
| Cardiff Central | £78.00 | £156.00 | £41.00 | £48.90 | £34.00 | £35.00 | £23.00 | £23.50 | £13.00 | £26.00 | £10.50 | £21.00 |
| Maesteg | £92.00 | £184.00 | £45.00 | £55.20 | £36.00 | £37.00 | £26.00 | £26.50 | £13.50 | £27.00 | £11.00 | £22.00 |
| Swansea | £96.50 | £193.00 | £45.00 | £56.50 | £36.00 | £37.00 | £25.50 | £26.00 | £13.00 | £26.00 | £10.50 | £21.00 |
| Pembroke Dock | £104.50 | £209.00 | £50.00 | £64.60 | £43.00 | £44.00 | £27.50 | £28.00 | N/A | N/A | N/A | N/A |

The same prices apply where tickets are purchased from London to the destinations shown.

ATW Super/Advance and Apex fares not available from stations west of Carmarthen to east of Bath and vice versa.

All fares shown are Adult Standard i.e. without any potential Railcard discounts.

| Difference between fares via Slough/any permitted route and ATW equivalent fares. | | | |
|---|----------------------|----------------------|--------------------|
| | Super Advance Single | Super Advance Return | Apex Single Return |
| Bath Spa | 189.47% | 47.37% | N/A 15.63% |
| Bristol T | 194.74% | 50.00% | N/A 21.88% |
| Cardiff C | 161.54% | 34.62% | 119.05% 11.90% |
| Swansea | 166.67% | 37.04% | 136.36% 20.45% |
| Maesteg | 176.92% | 42.31% | 142.86% 23.81% |
| Pembroke | N/A | N/A | N/A N/A |