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Cardiff central station platforms



This was reduced to around four hours from 1886 when the Severn Tunnel was opened creating a shorter route via Bristol and Bath. No-one however was injured in the incident.^{[42][43]} To the east of the platforms, the Valley Lines tracks rise up and cross over the South Wales Main Line using a bridge. Infrequent boat trains to and from Fishguard Harbour, connecting with the Stena Line ferry to Rosslare Harbour in Ireland. ^ "Cardiff rail services disruption after wall collapse". ^ "Route Plans 2008 – Route 15, South Wales Valleys" (PDF). The South Wales Railway was absorbed into the GWR in 1863.^[4] The South Wales Railway had originally been built as a broad-gauge railway, but on the weekend of 11–12 May 1872, the entire South Wales system was converted to standard gauge.^[4] Cardiff to London trains originally ran via the circuitous route via Gloucester and took an average of five hours. On 14 August 1893 the GWR opened the adjacent Cardiff Riverside station which had two platforms located to the south of and adjacent to the main Cardiff station which curved away to the south on the Cardiff Riverside Branch, which ran to its terminus at Clarence Road about one mile to the south. History Early history In the early 1840s the South Wales Railway was trying to find a suitable site for a railway station, but the area that is now Cardiff Central railway station was prone to flooding. To the West of the station lies Canton TMD, operated by Transport for Wales Rail Limited, as well as the Junction splitting trains to Penarth and the Vale of Glamorgan, Swansea, and Valley line services via Ninian Park and Radyr. 500,000 square feet of new office space were planned for the area formerly occupied by Cardiff Central bus station. Retrieved 2 May 2020. 10 January 2017. Cardiff Council. ^ Law, Peter (9 February 2011). ^ "Cardiff Arms Park: A short History - The Creation of the Arms Park". Coflein. The northern main entrance leads to the main concourse and is on Central Square. Railway Gazette International. p. 10. ^ "Cardiff electric services go live". Operate regional services predominantly within South Wales and West Wales to destinations including Swansea, Ebbw Vale Town, Carmarthen, Milford Haven, Pembroke Dock, Maesteg and Cheltenham Spa via Chepstow, typically on an hourly or two-hourly frequency. October 1982. Rail Enthusiast. Virgin Trains. ^ "Stratford on Avon Station: An unidentified Great Western Railway Diesel Locomotive is seen passing Stratford on Avon West Signal Box on the up 9:10am Cardiff to Snow Hill service". ^ "Olympic football: Team GB Cardiff quarter-final attracts thousands". The South Wales Main Line was swiftly reopened, but all services between Cardiff Central and Cardiff Queen Street were cancelled, with a replacement bus service operating. Great Western Railway: Operate two trains per hour (tph) to London Paddington via Newport, Bristol Parkway, Swindon and Reading, one of these hourly services terminates at Cardiff and the other continues to Swansea. ^ "Cardiff's new Central Square development: An Exclusive Glimpse at the dramatic overhaul planned for the heart of the capital". Retrieved 21 July 2017. ^ "New plans to transform Cardiff Central Railway Station revealed". ^ a b Sketchley, Elisha (11 November 2019). The rebuild of the station cost the GWR £820,000 (equivalent to £59,520,000 in 2020).^[11], and was formally opened by the Minister of Transport Oliver Stanley on 26 February 1934.^[6] In July 1934, the GWR began a pioneering diesel railcar service with a buffet between Cardiff General and Birmingham Snow Hill which had only two stops at Newport and Gloucester. In 1903 another shortcut, the Badminton railway line was opened, bypassing Bath and Bristol, and this reduced the Cardiff-London journey times by another hour. During the 1890s the station underwent considerable expansion, in 1896 a flying junction was constructed connecting the station to nearby Cardiff Queen Street station, and extra platforms were added to accommodate the new Taff Vale services, bringing the total number up to six.^[6] Initially named Cardiff, the station was renamed Cardiff General in July 1924 and then Cardiff Central by British Rail in May 1973.^{[7][8]} 1930s rebuild Exterior of main building Between 1931 and 1934, the station underwent a major rebuild, designed by the GWR's architects department under their chief architect Percy Emerson Culverhouse, the centrepiece of this was a new Art Deco entrance building faced in Portland stone, containing a booking hall and concourse with noted Art Deco light fittings, all topped by a clock cupola.^[9] The current Art Deco plans in the booking hall are replicas of the originals, installed in 1999, having been funded by the Railway Heritage Trust. Retrieved 5 January 2014. 11 August 2012. Rail services were severely disrupted in August 2012 when the retaining wall between the tracks partially collapsed, spilling five tonnes of earth. Retrieved 22 November 2018. 6 July 2018. Riverside station was rebuilt as an island platform with two platform faces in the early 1930s at the same time as Cardiff General was being rebuilt. Bibliography Walters, Laurence (1995). On 28 October 1940 Riverside station was formally incorporated into Cardiff General station with its platforms being designated 8 and 9. Retrieved 27 October 2008. Two subways, one each at the eastern and western side of the station, run parallel under the tracks linking the two main entrances, from which the platforms are accessed by stairs and lifts, with the exception of Platform 0 which is accessed from the main concourse near Marks and Spencer. Excessive working hours and a lack of detailed planning were cited as contributory factors.^[48] Media In 2020, the Rail Delivery Group nominated Cardiff Central as one of the Welsh stations as a contender for the World Cup of Stations. Retrieved 11 January 2020. National Rail. History of the Great Western Railway, volume 1 1833–1863. The rebuild also saw a number of other improvements including the lengthening of the platforms, the widening of the Taff River railway bridge to allow the approach lines to the station to be quadrupled, and the installation of colour-light signalling. There is no longer, despite signage, a Platform 5; this was a west-facing bay platform situated between Platforms 3 and 4 which was removed in the 1960s.^{[34][35]} Platform 0, a short through platform at the north of the station was created in 1999.^{[10][27]} The station has ten tracks running through it. Design work had already begun on a £1.13m upgrade which is expected to be funded by £40m from the Cardiff Capital Region group of local authorities, £15m from Transport for Wales and from the UK Department for Transport. Facilities The majority of facilities are in the main concourse, including ticket desks and machines, cash machines, an information desk, departure and arrival screens, public telephones, a newsagent, and food shops. EMAP National Publications. This was part of a £200m regeneration scheme to boost train capacity in Cardiff and the surrounding areas. "Tunnel blow to £2.8bn rail electrification scheme". This was the first long distance diesel express service in Britain, covering the 117.5 miles (189.1 km) between Cardiff and Birmingham in 2 hours 20 minutes. Archived from the original on 29 July 2018. Retrieved 11 August 2012. Retrieved 14 January 2017. Retrieved 3 November 2009. The changes would see the retirement of InterCity 125 trains on London services, and the introduction of Hitachi-designed British Rail Class 800 electric trains, under a side project named the Intercity Express Programme. Other platforms can be used by more than one train, but are not sectioned. ^ "The Annual RPI and Average Earnings for Britain, 1209 to Present (New Series)". During the Cardiff Area Resignalling Scheme, a set of points had been left in an unsafe condition, and undetectable by the signalling system. ^ "Design work on Cardiff Central station upgrade under way". "Why Wales' quietest station got busier". ^ "Wales Office Minister visits new entrance which gives passengers more room at Cardiff Central station". Shakespeare's Railways. ISBN 0-7110-2380-8. British Listed Buildings. 5 August 2012. A study found that the station can see over 40,000 people use the station on major event days in the city. First Great Western. 20 July 2017. p. 52. Railway Pro. Archived from the original on 15 October 2012. ^ "First Class". 28 July 2015. ^ "Cardiff Central's landmark water tower renovation starts – without a daffodil in sight". History Points. ^ "UK: Cardiff Central station expanded with new platform". It was expected that repairs could take two weeks.^{[44][45]} There were worries that the bronze medal match in the 2012 Summer Olympics men's football competition, held at the nearby Cardiff Millennium Stadium could be disrupted, but most fans were due to arrive by the main line rather than the Valley Lines.^[46] There had been severe congestion at the station earlier in the month due to another Olympic match.^[47] In December 2016, a serious accident was narrowly averted by the alertness of a driver. The landscaping, designed to create a positive impression to visitors exiting the railway station, would include a major pedestrianised route between the railway station and the Millennium Stadium.^[28] Future proposals An artist's impression of the proposed Cardiff Central railway station upgrade In 2015, plans were unveiled to substantially redevelop the station in order to cope with the expected rise in passenger numbers, which are projected to rise from the current 13 million to 32 million by 2043.^[29] The proposed redevelopment would see an enlarged glass fronted concourse which would leave the current 1930s façade intact.^[30] It was announced in July 2019 that significant upgrades would take place at Cardiff Central under a £38m improvement project, which also proposes a £20m West Wales Parkway station north of Swansea in order to reduce journey times between Cardiff and West Wales.^[29] In August 2020 it was announced that Cardiff Central would be upgraded. ^ "British Transport Police, Wales & Western Area". The Directory of Railway Stations. ^ Butt, R.J.V. (1995). 7 January 2020. It passed the group stages and was the Wales contender in the semi-finals. 19 June 2012. 21 August 2020. Archived from the original on 25 December 2013. ^ Fisk, Stephen (June 2009). BBC News. Operate longer distance services via the Welsh Marches Line, including an hourly service to Manchester Piccadilly, via Hereford, Shrewsbury and Crewe, and a two-hourly service to Holyhead, via Shrewsbury, Wrexham General, Chester and the North Wales Coast Line. External links Media related to Cardiff Central railway station at Wikimedia Commons Retrieved from " 22 July 2019. The Great Western Archive. Archived from the original (PDF) on 7 June 2011. London: Great Western Railway. Wales Online. Google Maps. All but two of the tracks have an adjacent platform, and the remaining two are through lines for goods trains and other non-stopping traffic. ^ "Sheffield, Swansea and Windermere electrification cancelled". Grade II listed railway station in Cardiff. Wales Cardiff CentralWales: Caerdydd Canolog1930s frontage of Cardiff Central station (northern entrance)LocationCardiff, City and County of CardiffWalesCoordinates51°28′32″N 3°10′41″W / 51.4755°N 3.1780°W / 51.4755; -3.1780Coordinates: 51°28′32″N 3°10′41″W﻿ / ﻿51.4755°N 3.1780°W﻿ / 51.4755; -3.1780Reference ST181758Owned byNetwork RailManaged byTransport for Wales Rail LimitedPlatforms8Other informationStation codeCDFClassificationDfT category AKey dates19 June 1850Opened as Cardiff1896Enlarged1924Renamed Cardiff General1931–34Rebuilt1940Merged with Cardiff Riverside station1964Riverside platforms closed1973Renamed Cardiff Central2015–17EnlargedPassengers 2016/17 12,535 million Interchange 1,901 million2017/18 12,952 million Interchange 1,948 million2018/19 12,934 million Interchange 2,021 million2019/20 12,671 million Interchange 2,033 million2020/21 1,975 million Interchange 0,240 million LocationNotesPassenger statistics from the Office of Rail and Road Cardiff Central railway station (Welsh: Caerdydd Canolog) is a major station on the South Wales Main Line, located in the capital of Wales, Cardiff. ^ a b c Walters 1995, pp. 63–71. ^ a b "Wales' busiest railway station to get £58m upgrade". Plans to install overhead equipment as far as Swansea were withdrawn in 2017 when the Department for Transport announced it would no longer fund the Cardiff-Swansea project, instead ordering bi-mode trains which switch to diesel when departing Cardiff for west Wales.^[19] Electrification to Cardiff was to be completed by 2018, but late that year Network Rail announced that completion would be delayed a further year.^[20] The first electric services began at Cardiff Central on 5 January 2020, starting with a single 5-car Class 800 forming the 08:50 Cardiff to London. ^ UK Retail Price Index inflation figures are based on data from Clark, Gregory (2017). It proved so successful that larger railcars with more seating and no buffet had to be introduced to cope with demand, and even this had to be augmented by a normal locomotive hauled service. The station has the only First Class waiting room in Wales.^{[36][37]} Outside, an pay-and-display car park provides 248 spaces.^[38] British Transport Police maintains a presence at Cardiff Central.^[39] Additional ticket barriers were installed in the main entrance of the station in November 2019 as part of plans to reduce congestion at the station at peak times. Network Rail Media Centre. Retrieved 30 October 2017. Archived from the original on 19 August 2015. ^ "Great Western railcars". "Abandoned Communities – Temperance Town". 4 May 1998. RailEngineer. ^ MacDermot, E.T. (1927). Further reading "Cardiff plan". ^ "Cardiff Central (CDF)". This caused enormous disruption to the services which lasted for several days. 22 September 2015. ^ "Serious irregularity at Cardiff East Junction 29 December 2016" (PDF). ^ Walters 1995, pp. 18–20. ^ "Cardiff General Railway Station, Cardiff". The Riverside platforms were closed for passenger use on 16 March 1964, but they continued to be used for parcels and newspaper traffic for a number of years after.^[6] They were demolished in 1994 after becoming disused.^{[18][10]} 21st century developments Electrification See also: 21st-century modernisation of the Great Western Main Line In June 2010, Network Rail began its £5 billion Great Western electrification project which promised the construction of overhead line equipment, station improvements, and resignalling along parts of the Great Western Main Line and the South Wales Main Line. At this time it consisted of a three car train consisting of a standard carriage sandwiched between two railcars, and a stop at Stratford-upon-Avon was introduced.^{[12][13][14][15]} As a result of representations by the GWR, a nearby working-class district, Temperance Town, was cleared during the late 1930s in order to improve the outlook of the rebuilt station.^[16] In 1992, the station, its buildings and platforms, became Grade II listed.^[17] Cardiff Riverside railway station In 1993, shortly before demolition. Retrieved 18 February 2010. ^ Potential reinstatement of this platform is mentioned on page 10 of Network Rail's route plan for the Valley Lines^[33] ^ Walters 1995, p. 80. ^ 2020-01-08T06:00:00+00:00. With work planned to start from June 2014, the Assembly Government committed £7m for the overall programme.^[23] The old Grade II listed Water Tower (next to Platform 0 and the River Taff) was repainted in 2012 in the original brown and beige colours of the Great Western Railway.^[24] The new entrance on the south side of the station, was opened in September 2015.^[25] and the new platform 8 on the south side of the station, opened in January 2017, allowing the number of trains on the busy Cardiff Central to Cardiff Queen Street corridor to be increased from 12 to 16 per hour. Royal Commission on the Ancient and Historical Monuments of Wales. ^ "Cardiff wall collapse causes rail delays". A GWR war memorial is located at the eastern end of the concourse.^[10] The interior of the concourse The Great Western Railway has its full name carved into the façade (larger than the name of the station). ^ Boynton, John (1994). The work was funded by Transport for Wales, who also aimed to refurbish toilets, install more ticket machines, phone charging points, and build cycle storage in 2020.^[40] Cardiff Central's customer numbers are forecast to top 34 million users annually by 2043.^[40] In January 2020, Transport for Wales installed a dedicated passenger assistance meeting point in the ticket hall at the station, stating it would provide a comfortable location for those needing assistance to wait while their booked assistance is prepared, for example the preparation of boarding aids.^[41] Services See also: Rail transport in Cardiff Map of the south-east Wales rail network via Railway lines in Cardiff Legend Rhymney line Coryton line HeathLow LevelHigh Level Merthyr line & Rhonda line Llandaf Cathays Danescort Fairwater Waun-Gron Park South Wales Main Lineto Bridgend Cardiff Queen Street South Wales Main Lineto Newport & EbbwValley line Ninian Park Cardiff Central Cardiff Riverside Canal Parade goods depot Bute West docks Bute East docks (Atlantic Wharf) East Moors depot Cardiff Bay Grangetown Roath docks Cardiff Bay quayside Queen Alexandra docks Penarth Flats docks Penarth Moors docks Vale of Glamorgan line Penarth Three train operators run services to Cardiff Central, a summary is as follows: Transport for Wales Rail Limited: Operate frequent local commuter services on the Valleys & Cardiff Local Routes; the local urban rail network. ISSN 0262-561X. This was opened in conjunction with a resignalling scheme in the station, which saw all of the station's platforms signalled to become bi-directional, in order to increase the flexibility of the operations.^{[26][27]} Central Square A major redevelopment scheme began in 2015 of Central Square in front of the main station entrance, of which Network Rail owned part. During the Second World War, two such trains ran to and from Cardiff daily. MeasuringWorth. It is one of the city's two urban rail network hubs, along with Cardiff Queen Street. Retrieved 1 April 2013. "Cardiff rail stations set for revamp". The Grade II listed building is managed by Transport for Wales Rail Limited, and is both the largest and busiest station in Wales.^[1] Cardiff Central is one of twenty railway stations in the city and one of two in the city centre, serving as a hub for the Valleys & Cardiff Local Routes. Network Rail. It is an interchange for services between South Wales, West Wales and North Wales, as well as other major British cities. 1930s signage to platforms, indicating the now non-existent platform 5 Platforms 8–2, seen from the east Cardiff Central has eight platforms, numbered 0, 1, 2, 3a/b, 4a/b, 6, 7 and 8. Addlestone: Ian Allan Ltd. The Rail Accident Investigation Branch report into the incident revealed that lessons learnt following the Clapham Junction rail crash in December 1988 appeared to have been forgotten. In October 1976 the InterCity 125 services were introduced, reducing the fastest journey times to 1 hour 53 minutes.^[5] The original "Cardiff" station as it was then known had four through platforms running through the site, and consisted of two through platforms each with its own bay platform. "Passenger assistance meeting points provided at Cardiff Central". ^ Walters 1995, p. 82. Archived from the original on 29 September 2007. ISBN 0-9522248-1-X. Patrick Stephens Ltd. ^ "Derailment of Iron Ore train at Cardiff May 1998 with 56083". It is envisaged that work will begin in 2022, but that would depend upon the design and development exercise.^[31] Station layout and platforms Layout plan of Cardiff Central There are two entrances to the station. Railways of Cardiff. Railway Gazette. www.warwickshirerailways.com. Opened in 1850 as Cardiff station, it was renamed Cardiff Central in 1924, and then Cardiff Central in 1973. Planning, BIM & Construction Today. ^ a b Walters 1995, pp. 9–10. ^ "Cardiff Timeline". South Wales Echo. It was Isambard Kingdom Brunel's solution to divert the River Taff to the west, creating a larger and safer site for the station.^[2] The initial part of the South Wales Railway between Chepstow and Swansea through Cardiff was opened on 18 June 1850, with all trains operated by the Great Western Railway (GWR) under a lease agreement.^[3][page needed] Through services from Cardiff to London Paddington began on 19 July 1852, when the Chepstow Railway Bridge was opened, completing the connection between the South Wales Railway and the Great Western Railway. Platforms 0 to 4 are typically used by longer distance regional and national services operated by Transport for Wales Rail Limited, Great Western Railway, and CrossCountry to destinations including London Paddington, Birmingham New Street, Bristol Temple Meads, Carmarthen, Derby, Nottingham, Gloucester, Manchester Piccadilly, Milford Haven, Taunton, Portsmouth Harbour, Swansea, Holyhead and Chester. Platforms 3 and 4 are divided into 'A' and 'B' sections and are capable of holding two local trains or a nine car Class 800 train. By the 1930s, the fastest Cardiff-London trains took around 2 hours 40 minutes, and this remained fairly static until 1961, when the diesel Blue Pullman service reduced the fastest Journey time to 2 hours 7 minutes. Mid England Books. To the East of the station lies Cardiff Queen Street (for Cardiff local and Valley Line services), and the mainline toward Newport, Bristol and London. ^ "Cardiff Central Station view". Retrieved 2 December 2021. p. 53. 10 August 2012. However, it lost to Stourbridge Junction railway station to reach the final in the west region.^[49] See also List of railway stations in Wales Transport in Wales Commuter rail in the United Kingdom Rail transport in Cardiff References ^ Shuttleworth, Peter (11 December 2018). Retrieved 20 November 2018. Operate an hourly service to Portsmouth Harbour and an hourly service to Taunton, both running via Bristol Temple Meads, with a small number carrying on to Penzance CrossCountry: Operate an hourly service to Nottingham via Gloucester, Birmingham New Street and Derby Also operate 2 trains per day to Bristol Temple Meads Routes Preceding station National Rail Following station Cardiff Queen Street Transport for Wales Rail Limited City Line Ninian Park Cardiff Queen Street Transport for Wales Rail Limited Rhonda Line Terminus Cardiff Queen Street Transport for Wales Rail Limited Rhymney Line Grangetown Transport for Wales Rail Limited Vale Line Pyle Corner Transport for Wales Rail Limited Cardiff Central – Ebbw Vale Town Terminus Newport Transport for Wales Rail Limited Maesteg / Cardiff Central – Cheltenham Spa Pontyclun Newport Transport for Wales Rail Limited Cardiff – Holyhead via Wrexham Terminus Newport Transport for Wales Rail Limited Cardiff Central – Manchester Piccadilly Terminus Transport for Wales Rail Limited South Wales Main Line Pontyclun Terminus Transport for Wales Rail Limited Swainline Bridgend Newport Transport for Wales Rail Limited North-South "Premier" service Terminus Newport CrossCountryCardiff Central – Manchester Terminus CrossCountryCardiff Central – Nottingham Newport Great Western RailwayLondon Paddington – Cardiff Central Terminus Great Western RailwayLondon Paddington – Swansea Bridgend Newport Great Western RailwayCardiff Central – Portsmouth Harbour Terminus Great Western RailwayCardiff Central – Taunton Incidents On 4 May 1998, eleven wagons of freight train which was carrying iron ore from Port Talbot derailed just east of the station, causing substantial damage to the track, as well as blocking the main line into the station. YouTube. ^ "Cardiff rail disruption 'to continue' after wall breaks". ^ "First Class Lounges at Major Train Stations". BBC. "Refurbishment of Cardiff Central to continue with new gates". ^ "Rail electrification to south Wales delayed". ^ "Train accident causes travel chaos". ^ a b c "Cardiff Central rail station". Shuttleworth, Peter (28 June 2019). The Millennium Stadium is a short distance to the northwest.^[32] The southern entrance is at the rear of the station on Tresillian Way, accessed from Penarth Road, where the station car park is found. A premium daily return service to Holyhead known as the Premier Service is also run. ^ "Back by popular demand! The World Cup of Stations tournament". ^ a b "Cardiff resignalled". Transport for Wales Limited operates services to most destinations in Wales and to Manchester; while CrossCountry operates trains to Gloucester, Birmingham and Nottingham.

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