

# Wirral Transport User

SPRING 2013

NEWSLETTER OF THE WTUA

ISSUE 1/13



*L. Blackpool Tram in Birkenhead Museum could be used on new system  
C On board Birkenhead 20  
R. Remaining track on Beaufort Road*

## RAIL IS IN FAVOUR at the moment

### 50 Years on from the Beeching Report the Railway is more popular than since the second world war.

Not only that, but Street Railways are to make a come back in Birkenhead as part of the Wirral Waters Development by Peel Group. (See article back page).



**This Oporto Horse Tram was built in Birkenhead in 1873 and closely**

**resembles the original trams introduced by George Francis Train in 1860 for the Birkenhead Street Railway Company. It was in use in Oporto up to 1960 when it was transferred to the National Tramway Museum at Crich.**

Looking at station usage figures on Wirral it is interesting to see that in the top 3 are Conway Park at 1.7million - a station that did not exist 20 years ago and Bebington at 1.2million - a station proposed for closure in the 1970s. In the 1970s all stations between Rock Ferry and Chester apart from Bromborough were proposed for closure. As a result our organisation (then called BRAG) was formed to fight for investment and electrification. As I write this, it is 50 years since the Beeching report was published. He suggested all suburban lines around Liverpool should be considered for closure unless the local authorities wanted to keep them and were prepared to take them over. This is what happened with the formation of the MPTA & MPTE as a result of the 1968 Transport Act

Recent changes locally have seen First Bus sell out to Stagecoach in Wirral & Chester. Stagecoach already run services in Liverpool so it makes sense to them. Selwyns based in Runcorn who operate for National Express have been taken over by RATP the state owned operator of public transport (Metro, Trams & Buses) in the Paris area. They

also operate Manchester's Metrolink and many other transport companies worldwide.

Streetcars to make a come back in Birkenhead  
First in 1860 & First again again in 2014?

We have had to leave out quite a lot of information for space reasons and to keep our expenditure to a minimum. These will be included in the next issue about mid year.

**Excursions: included are details of possible excursions.** Please return the form to let us know which ones you are interested in. Final details for booking will be sent later. We keep a separate list of those interested in excursions as it is so expensive in postage to circulate everyone.

**Lime Street underground closes for 4 months** from 21st April until 21st August for refurbishment. A 10 minute bus service will run from Moorfields to Lime Street. James Street station platform 3 reopens 22nd April.



**Virgin Trains carry on to April 2017 on the west coast.**

The Government have just made the decision. This will give some stability for a few years. Meanwhile East Coast is being put out to tender even though it is bringing a good profit to the government.

## **HS2 IS A LONG WAY OFF**

In the meantime after the clamour across the media, some well-known, knowledgeable writers have used less flowery language to express their disquiet on the matter.

Fifteen to twenty years pass before HS2 becomes a reality as far as the Midlands. By then the complexity and hence the programme and cost of the scheme may compel a rethink on whether to head northward. It is in the nature of such a multi-faceted project that unforeseen problems will arise putting pressure on budget and programme. Few appreciate the sheer size of the work. Prolonged disturbance may provoke more opposition.

There is a long list of much needed capital projects delayed by the current economic climate, including improving the nation's existing infrastructure: railways, motorways, airports, access to and from docks, &c. suggesting they rate priorities over knocking a few minutes off journey times to London. It has been said that HS2 will be poor value for money and anyway is discriminatory; it will be of little benefit to a multitude of smaller communities who would prefer better connections within their region.

In Scotland they are building a second road bridge over the Firth of Forth. The giant caissons for the mid-river foundations were built in and towed from Poland across the North Sea; the structural steelwork is coming from China! This astonishing news leads one to ponder on whether a solution for the HS2 might be to invite design and build tenders from abroad, from Europe and/or the Far East. Perhaps not.

## **LIVERPOOL LOOP STATIONS INVESTMENT**

Liverpool Central, James St and Lime St. are part of a £40m investment to improve stations. Central which sees about 18 million passengers per year took the lion's share of that money (£20m) and Phase 2 was completed last year after a prolonged closure. It has won the Station Excellence Award at the Rail Business Awards. The extension of the concourse area to create off-platform waiting areas with real time information screens is very welcome to avoid drafty platforms! A revised ticket gate arrangement was made to improve passenger flow. Improved toilet facilities are also welcome but it would be helpful to have toilets on trains for longer journeys such as to Chester. maybe one for

the long-awaited new trains. James Street platform 1 (inbound) reopened on Jan 7th and platform 3 (outbound) closed from Jan. 6th remaining so till 22nd April. Work then starts on Liverpool Lime St. Low Lv.

## **WIRRAL'S BUSIEST STATIONS (2011 figures.)**

1. Hamilton Square 2.5 million
2. Conway Park 1.7million
3. Bebington 1.2 million
4. Birkenhead Park 1.1 million
5. New Brighton 1.0 million
6. Rock Ferry 1.0 million

Conway Park did not exist 20 years ago. A good investment!

Liverpool Central 18 million!

Merseyrail passengers have increased from 28 million 9 years ago to 42 million in 2011. A 50% increase.

## **MERSEYRAIL SUCCESSES**

Merseyrail Electrics has had 2 successes recently in consumer surveys. They came top in the Which? organisation survey, leisure railways section (ie excluding London commuters). The other was 92% customer satisfaction rate in the Passenger Focus Survey. 83% said they were satisfied or very satisfied with its stations..

## **NEW TRAINS for Merseyrail.**

New trains originally promised for 2014 are now not likely to be available until 2018. They have yet to be designed, ordered and manufactured. Because of the tight curves on Merseyrail and restricted clearance they need shorter wheel bases, possibly articulated to reduce the squealing on curves and dual voltage to allow for use on future extensions. The existing trains were standard BR carriage design made to fit a railway for which they were not really suited. eg seats not aligned with windows and gaps between platforms and train doors at some stations. The Class 508s on Wirral were originally 4 car trains rejected by the old Southern Region shortened to 3 cars and transferred to Merseyside after Loop & Link was built. The original Wirral trains, Class 503 introduced in 1937 by the LMS were designed specially for the system were narrower and went round curves much more easily. This time round they will need to get them right as they will last 40 years.

## **BUS NEWS**

### **1 & 2 Liverpool - Chester**

A voluntary Quality Bus Partnership between Merseytravel, Arriva, Firstbus(now Stagecoach), Cheshire West Chester Council (CWAC) and Wirral Borough Council for services 1 and 2 between Liverpool and Chester via Birkenhead and Ellesmere Port started on 8th July. Joint ticketing and services operated by Arriva and First were introduced on both routes which for the most part follow the A41. Service 1 deviates via Cheshire Oaks/Chester Zoo and 2 via Ellesmere Port and Great Sutton. As a consequence some other services changed around Ellesmere Port. See also service 36 from E'Port rail sta. under item 5.

### **471 & 472 Liverpool - Heswall**

On the same date a similar partnership was formed for services between Liverpool, Birkenhead, Arrowe Park hospital and Heswall for services 471 (via Irby) and 472 (via Pensby).

### **Sale of Firstbus**

Sale of First Buses operations from Chester, Rock Ferry and Wrexham depots in November to Stagecoach meant all First's services in these areas were taken over on 13th January running to the same timetables and routes. Stagecoach has promised to develop these businesses and improve financial performance by investing in bus quality as well as offering good value fares and attractive network tickets.

Area day and weekly tickets are cheaper than formerly. See leaflets for details. Some older First Buses have already been replaced by more modern vehicles. All Quality Bus Partnerships are being honoured in full. The sale of Firstbuses operations to Stagecoach has been referred to the Office of Fair Trading.

### **410 New Brighton - Clatterbridge and Cross - River**

Arriva have invested in 46 brand new buses, 13 single deckers on 410 New Brighton-Clatterbridge and 33 hybrid gemini double-deckers for cross river services.

### **272 Ellesmere Port - Arrowe Park & 22/24 Chester - West Kirby**

Service 272 Revised Ellesmere Port - Arrowe Park via Willaston, Neston and Heswall has been truncated to run between Ellesmere Port and Neston only and is now an unsubsidised service

run by Helms. The weekday evening and Sunday services were withdrawn during last year. These changes were as a result of subsidy cuts by Merseytravel and CWAC.

Withdrawn service 272 from Neston to Arrowe Park has been replaced through Parkgate by the 22 and 24 Chester - West Kirby which no longer serves Liverpool Road in Neston.

### **83A Greasby - Meols circular (Avon)**

Reintroduced linking Greasby, Frankby, Newton to Hoylake, Meols and Moreton.

### **487 Liverpool - Neston / Parkgate**

Now from Cook St. and extended to Ness Gardens between 9-00 and 18-00 hrs.

### **83 Birkenhead - West Kirby (Avon)**

Rerouted from Oxton Road to Borough Road and Prenton Road West.

### **17 West Kirby - Clatterbridge Hospital via Moreton Cross / 18 Birkenhead - Moreton via Claughton**

These services will be joined together but will no longer start at West Kirby i.e. Moreton Cross to Birkenhead changing to 18.

### **Other services with changes include :-**

409 Wallesey Village - Birkenhead

418 Birkenhead Woodside - Mill Park

403 & 413 Birkenhead - Seacombe Ferry

464 Liverpool -New Ferry via Higher Bebington  
Chester - Whitchurch

Arriva are reportedly introducing new double deckers on Chester - Wrexham services.

Thanks to Alan Cushion for provision of information (DH)

**Contact Merseytravel online or by 'Traveline' for details. Services into Cheshire can also be accessed via Cheshire West and Chester (CWAC), The Transport Direct website can also provide public transport info. for train and bus through journeys. It helps to have a postcode for the start and finish of your journey.**

## **TRANSPORT NEWS, CHESTER & CHESTER / E'PORT to LIVERPOOL LINES**

### **1. Chester Train Station**

The latest work here is the refurbishment of the footbridge (current) and the lifts to platforms 4-7 which were out of use for some months. See also item 4 re east car park.

### **2. Recent Timetable Changes**

Not much change at all. We await the NW electrification and completion of the Northern Hub. The London Midland service from Crewe to London via Stoke has been speeded up as some Desiro trains are now modified to do 110 mph instead of 100 mph. These no longer serve Northampton.

Merseyrail Sunday services still miss the first trains to Manchester (8.41) and Crewe (8.40) but the first train in the Northwich direction has been delayed to allow a connection (9.07). Services via Warrington are currently affected by engineering work so intermediate stations are served by you've guessed it - rail replacement bus.

Virgin continue to run London Services from Chester and North Wales for four years as you will have heard in the news.

In September an extra fast late afternoon train was introduced between Llandudno Junction and Chester in response to overcrowding on the slower service. See timetable.

We look forward to 2018 when new trains should bring a reduction in journey times on the Liverpool- Chester line. It should bring about a further increase in passengers. But restricted car parking at stations such as Bache (60 spaces) and similarly Spital are full before 8am and 9am respectively limiting growth opportunities to those who can get there by other means. Something should be done to encourage alternatives as well as looking into increasing spaces.

Meanwhile Chester Bus Exchange is being refurbished due to damage over the years from the 1980's when it replaced the stands in the town hall square. The brick and glazed stands are being totally replaced as they are expensive and difficult to maintain. Modular stands, which can be resited in the future, are in the pipeline. Until the end of March when work should be complete

(but already there are delays) some buses are switched to Gorse Stacks.

### **3. Train fares**

Train fares went up in January as usual, this time restricted to RPI + 1% ( 6.2% average ). This only applies to regulated fares such as commuting fares, singles, off-peak and season tickets. The peak return fare is now £11.00 from Chester to Crewe about 6%. the same as Chester to Liverpool.

As last year off-peak returns on Merseyrail have only risen by about 1%.

### **4. Cheshire West and Chester Council (CWAC)**

A Transport Strategy report (by AECOM) has been commissioned to look in detail at all the transport needs of Chester's historic core in the light of the developments that form part of the 'One City Plan'. These include :-

1. Chester Business Quarter - Near the railway station and taking over the east car park this includes a business district in Phase 1, a residential district around the historic shot tower of the former leadworks, public space and a bridge over the canal to a Waitrose supermarket built on the site of the former Boughton Retail Centre. Chester Station east car park will move to an area beyond the Queen hotel. Lloyds bank Chester HQ is already on the site and work is expected to start in the Spring subject to planning permission. Phase 1 works including an office building and public walkway link to the train station should be complete about 2015 but the overall plan could take 15 years. CWAC is to act as guarantor when the office block is completed in 2015 and may sublet some space. There should be more rail passengers.

2. Chester Northgate Development - The latest of a series of proposals for redeveloping the site between the Town Hall and the inner ring road including the present Market Hall, Forum, library, car park, former Odeon, former Gateway Theatre (used by another company) and of particular concern to ourselves, the Bus Exchange. This is mainly used by local and regional bus services.

A bus loop with three stands off St Martins Way (Inner Ring Road) is in the concept scheme (Buses will no longer be allowed to enter down Northgate Street and so could be subject to delays as now leaving). This will only be enough for local services and will not be enough to accommodate Welsh, Park & Ride and coach services. Bus passengers are customers and should not be driven elsewhere otherwise the development may not be a success. AECOM consultants are reportedly looking into Gorse Stacks Car Park as a possible Bus Facility. This may cause a further shift in emphasis from Northgate to Frodsham Street and Foregate Street areas. We look forward to their report and hope CWAC will take notice and give buses traffic light priority to reduce delays on the Inner Ring Road.

#### **5. Halton Curve, alternative bus service 36 (but not to Runcorn train station) and '150 Helsby - Hooton' celebrations**

Re-introduction of a train service on this route could be given a filip by Chester-Crewe and Warrington being possible candidates for electrification in CP5, the next round of schemes. Chester-Warrington would create electrification throughout from Chester to Manchester Airport. What an opportunity ! Services to Runcorn and Liverpool South Parkway for Liverpool Airport could also be possible with investment in the Halton Curve and Frodsham to Runcorn. Currently this line can only be used in one direction from the Frodsham end. See also NE Wales Study under item 8.

There is a bus service 36 connecting with Merseyrail trains at Ellesmere Port, recently increased to half hourly, calling at Cheshire Oaks, Elton, Helsby, Frodsham and Runcorn (n.b. Halton(New Town)). This service runs Monday to Saturday but is curtailed to Cheshire Oaks on Sundays. This saves the trek to Ellesmere Port Bus Station (n.b. no toilets).

Celebrations of 150th Anniversary of the Helsby-Hooton line ( opened July 1st 1863 ) are expected to take place at stations on the route on a Saturday close to this date, suggested date July 6th. There is support from all concerned at a recent meeting for a train service from Hooton to Liverpool South Parkway. Sally Buttifant

(CWAC), Northern Trains, Arriva Trains Wales, North Cheshire Rail Users Association and WTUA. We await a reply from Northern trains confirming or otherwise the date and train service details. We have been asked to provide volunteers: any offers please contact a member of the Committee !

The service would be a plug for re-introduction of services over Halton Curve and enhanced services on the Ellesmere Port - Helsby route. Meanwhile a Parry People Mover train service from Ellesmere Port to Helsby is still a possibility. PPM is based on flywheel technology and would be similar to that in use on the Stourbridge branch in the West Midlands. This could give an Ellesmere Port - Manchester time of 1 hr. 15 mins. by changing at Helsby saving 35 mins. on any alternative route. Currently there is only a minimal service early morning and mid-afternoon which is of very limited appeal. It is most encouraging that CWAC has commissioned a study into a low cost PPM type shuttle service connecting with Merseyrail at E'Port and the Manchester - Llandudno service at Helsby. It will report this year and will be looking into costs and funding using the existing double track rail line. It was good to hear and see recognised the sterling work done by Friends of Ellesmere Port at E'Port and Little Sutton by getting 'NW Britain in Bloom-It's your neighbourhood awards' last year.

#### **6. Chester - Wrexham redoubling and upgrade between Gobowen and Shrewsbury**

This entails redoubling of 7.5 miles of single track between Saltney and Wrexham and works between Gobowen and Shrewsbury at a cost of £42 m to allow line speeds of up to 90 mph. A new signalling system will be installed between June 2013 and 2014. The line will close for 9 days viaduct work in August 2013 and redoubling work will take place up to October 2013. Another closure (16 days) is planned in August 2014 for signalling purposes. The redoubling and resignalling will be finished for use in March 2015. It will be possible to run trains 20 mins. apart but the likely option will be a half-hourly service from 2015. New stations such as Johnstown, Rossett, Saltney and near to Chester Business Park would be subject to further studies

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## **7. Mid-Cheshire Line**

The Manchester - Chester line running via Stockport, Altrincham, Knutsford, Northwich and Delamere to Chester has seen a 66% rise in passengers from 1998 - 2010, currently 10% p.a. This is surprising on a line where the services are not fast. How many more passengers would respond to quicker services? It is therefore of interest that a study has been announced to be carried out by JMP consultants to focus on journey times, timetable improvements, stations and infrastructure. The study, supported by Transport for Greater Manchester, Cheshire West and Chester and Cheshire East will report this month.

## **8. The Northern Hub/ NW Electrification / Rolling Stock**

Electrification of Newton-le-Willows-Manchester (Oxford Road) is currently taking place in time for phased introduction of Siemens Desiro rolling stock from December 2013. There will be an hourly service from Manchester to Scotland alternating between Glasgow and Edinburgh, some continuing with TPE diesel stock for the time being. Liverpool - Scotland services will be considered in due course. From May 2014 the TPE diesel stock will be used to provide a fast Liverpool - Manchester Victoria - Newcastle service in about 3 hours (saving 20-25 mins), Liverpool - Manchester non-stop in 32 mins (saving 15 mins). It is a pity no stop is proposed at Newton-le-Willows allowing connections from Chester services as well as serving this important station.

From December 2014 electric services may be introduced on the Liverpool to Manchester and Wigan via St Helens lines to Victoria and Manchester Airport but what electric trains ? The plan was to use ex-Thameslink trains after arrival

of their new trains. But that order has not yet been placed. However there is light at the end of the tunnel. Southern has ordered 140 new Electrostar Class 377 trains with options for another 140. Apparently these extra trains could be used on other routes such as Midland Main Line and North Transpennine.

By December 2016 electrification will extend to Stalybridge and the extension of some Liverpool services to terminate there.

As things stand under Arriva Trains Wales franchise Chester-Manchester Piccadilly services continue till October 2018. But unless Chester - Warrington is electrified diesel services may be diverted to Manchester Victoria and maybe on to the Calder Valley line which is also not yet scheduled for electrification. This possible move to Victoria may be good for onward connections east of Manchester but not for those who work in the Oxford Road ( University ) area of Manchester. However there should be the much - desired two trains/hour one fast and one all stations. Increased line speeds in the Chat Moss area will assist as should taking the Manchester Victoria route. Journey times to Man. Vic. could be faster by 5-10 mins.

Network Rail have announced resignalling of the Flint to Llandudno section of the North Wales line starting in CP5 (from 2014) with passive provision for electrification. In January the Welsh Minister announced they will prepare a case for electrification of the Crewe - Holyhead line under the NE Wales Area Based Transport Study. Consideration will also be given to Wrexham - Bidston, Chester Wrexham and Chester - Warrington lines. The study is to take account of the social, economic and environmental benefits of electric services.

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## **MERSEYTRAVEL NEW CHIEF EXECUTIVE**

Merseytravel have recently appointed a new Chief Executive & Director General, David Brown, who headed South Yorkshire Passenger Transport Executive.

We welcome someone with an excellent reputation who will be responsible for integrated transport throughout the City Region. He is currently Chair of the Passenger Transport Executive Group which promotes the interest of the 6 Passenger Transport Executives in the UK.

Frank Rogers will take over as Deputy Chief Executive.

**CHAIRMAN OF MERSEYTRAVEL:** Also elected in the middle of last year is the new Chair of the Organisation. He is Councillor Liam Robinson who brings a wide knowledge of transport, particularly rail transport, to the job, having worked in railway management for some time.

We wish all newcomers a successful tenure of many years with many new developments in the area.

### **MEMBERS NOTICE.**

Just a reminder that we need a secretary. All volunteers please queue up at our next committee meeting.

Also after over 30 years of service Committee members are getting long in the tooth (or teeth) and we could do with an influx of younger blood. Just one person would do as a starter.

**SUBSCRIPTIONS** are now due. If you haven't paid yours yet please send a cheque to Brian Grey, Membership Secretary. Address on the back page. Individuals £6

### **FERRIES EXCURSION**

'Friends of the Ferries' will be running their annual excursion in June. This will be aboard MV 'Snowdrop' and will include visiting Liverpool Docks and sailing along Crosby Channel. The date is Saturday 22nd June departing Seacombe at 11.00, Woodside at 11.10 and Liverpool at 11.25 returning about 16.00.

Adult Fares are £24 and Children £12. Tickets are available from Seacombe Ferry

Terminal or from our very own Gordon Ditchfield on 334 2685 - address on back page.

## **BORDERLANDS LINE**

Otherwise known as the Bidston - Wrexham Line. WBRUA, the group that campaigns for this line, recently met with the Welsh Minister responsible to look at short term improvements and electrification. Brian Grey and Angus Tilston of the WTUA are also on the committee of the organisation. Angus reports and comments:

I was interested to read the feedback from the meeting with the Minister, Carl Sergeant. I too felt it was a very positive meeting with someone who knew a lot about the subject and was well informed. Being a local man was particularly helpful to us in discussions.

I was not too happy with the outcome because the feeling I had was that service frequency increase is not likely to come soon because of the financial situation but was more likely after a new franchise 2018 when it could be built into the contract. I felt with electrification that we were really talking 2020 plus.

The latest quote from Rail Technology magazine Feb 2013: 'The line from Bidston to Wrexham will not be electrified before 2015 as Network Rail suggests the business case does not offer value for money.' Does that mean they really don't want to do it?

WBRUA would like to see frequency improvements to half hourly with service extended to Birkenhead North as soon as possible - with electrification to follow on soon after that.

Nevertheless the minister did promise a bright future for N.Wales railways as soon as the Valley Lines electrification is complete from Cardiff.

## **LIVERPOOL JOHN LENNON AIRPORT**

As expected LJLA passenger figures were down to 4.5 million last year from 5.3m the previous year. This was due to reduced frequencies on some routes due to the recession. It did well in ratings. Customer satisfaction 94%, Punctuality 91%, Customers waiting less than 15 mins through security 93%. A new airline arrived in early April: NORWEGIAN, Europe's third largest Budget Airline, providing a service thrice weekly to Copenhagen. It has 68 planes on 330 routes including long haul. It expects to expand here and build up a significant operation.



# Streetcars in Birkenhead 150 years on!

This article is based on a feature in 'Tramways & Urban Transit' Magazine for March 2013 and local press items.

## What is Planned?

Wirral Waters which received planning approval in 2012 is the largest regeneration project in the UK. The plan is to give opportunities for the creation of 20,000 badly needed jobs over 30 years. Linked to the main development between Tower Roads and Duke Street Bridge but further to the west towards Poulton Bridge will be an International Trade Centre with built with Chinese backing. Work is due to start on this within the next 12 month. Alongside it bordering the road over Poulton Bridge will be a series of Carparts factory units. This area and the main Wirral Waters development needs a sustainable public transport link. Peel Group who are the developers propose a simple light rail or Streetcar Transport system using refurbished existing tram cars in the short term with disabled facilities incorporated. Merseytravel own a number of ex Blackpool single deck cars that could be converted for this purpose.

The proposal is for 3 lines. Line 1 would be an 'Express Line' utilising the existing trackbed of the Dock Railway along Corporation Road and Beaufort Road serving the 2 new developments (where a large car park has recently been built near Birkenhead North Station) via the new Bidston Moss leisure & shopping area, terminating by a new lake in the new Bidston Country Park.. It would be linked to the existing museum tramway and would serve Hamilton Square Station where connections can be made with the Merseyrail Network and Main Line Trains via Liverpool. The service would run from 06.00 to Midnight daily. One plus: it would not need any central Government money which would be difficult to get anyway. Line 2 would be a one way single line loop through Wirral Waters. Line 3 would extend the Heritage Tramway to Seacombe Ferry opening tourist possibilities linked with the ferries and other tourist attractions. There are a number of examples of this type of operation throughout the world, particularly in the USA. Look up the websites and you can see examples from Portland and Djurgarden. The project has been evaluated by independent auditors. With reusing existing railway formations it should be relative easy and inexpensive to construct. There is scope for future extensions to Birkenhead Shopping Centre, Birkenhead Park and possibly New Brighton. The first developments will be the International Trade Centre and the Carparts manufacturing units. It is hoped the first phase of the tramway and trade centre could open by the middle of next year to coincide with the International Trade Fair. Peel deserve to succeed with this visionary development and bring back 'Streetcars' to Birkenhead.



Top Picture:  
Birkenhead Woodside, heritage Liverpool Tram 762 awaits passengers. The Birkenhead Tramway re-opened in February after nearly 5 months of closure. Photo: Angus Tilston

Bottom Picture:  
Llangollen Railway - Carrog Reopens Saturday 16th March and a DMU at Carrog, the first train for many weeks after the line was dislodged between Glyndyfrdwy and Carrog through heavy rain last December. The line is now open again and running normally. The extension to Corwen will now open next year. Photo: George Jones

## Websites to view for other 'Streetcar' systems.

Portland USA

[www.portlandstreetcar.org](http://www.portlandstreetcar.org)

Djurgarden Stockholm Sweden

[www.sparvagssallskapet.se](http://www.sparvagssallskapet.se)

The Swedish site allows you to choose the English language.