

# Wrexham-Bidston



**Rail Users' Association**

*Cymdeithas Defnyddwyr Rheilffordd Wrecsam-Bidston*

*Representing rail users, potential rail users and the rail transport interests of communities along the Wrexham-Bidston rail corridor*

*President: The Rt Hon Lord Jones PC*



*Presentation on the work of*  
***The Wrexham-Bidston Rail Users' Association***

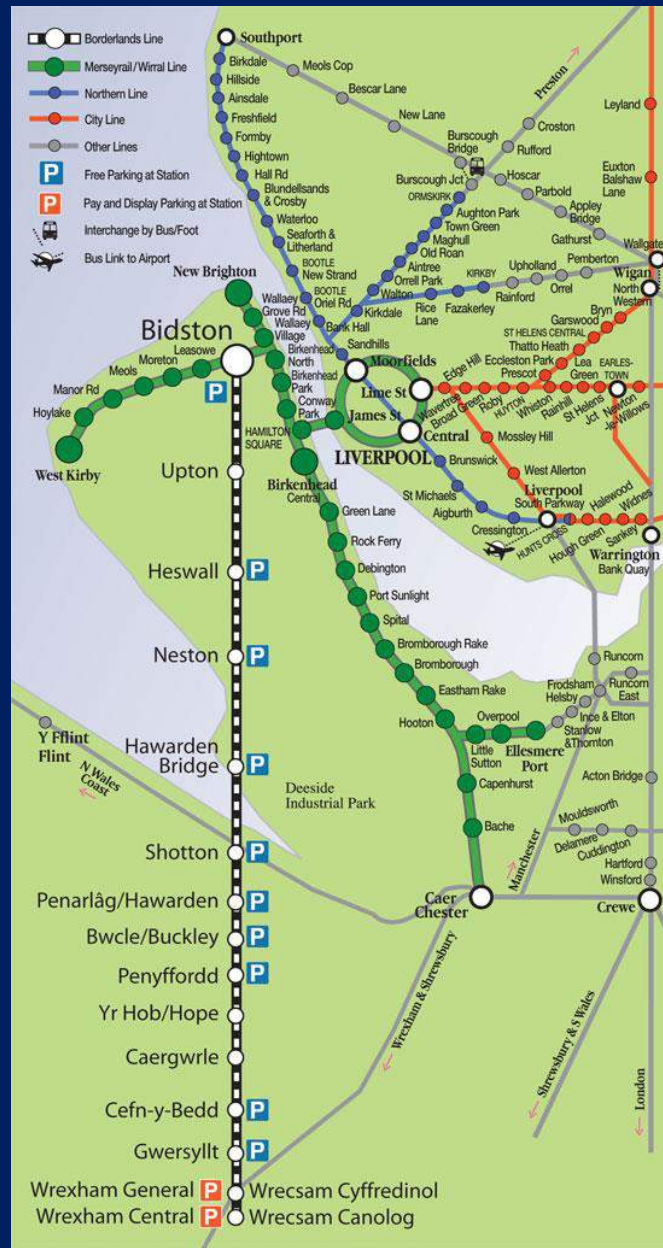
by

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**Chairman of the WBRUA**

# The Route



# Passenger service



# Freight traffic





## History of the Route (1)

The existing line evolved in four sections:

- Wrexham General-Buckley (1866)
- Wrexham General-Wrexham Central (1887)
- Buckley-Dee Marsh (1890)
- Dee Marsh-Bidston (1896)



## History of the Route (2)

The passenger service on the completed system operated on a triangular basis:

- Wrexham to Chester Northgate and Seacombe
- Seacombe to Wrexham and Chester
- Chester to Seacombe and Wrexham.

# Neston through the decades



*Top left - early 1900s (when it was Neston & Parkgate)*

*Middle - August 1955 (when it was Neston North).*



*Bottom right - February 2018*



# Unfitted freight in the mid 1960s



# The WBRUA



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# WBRUA Excursion to Bath (*June 1983*) waiting to depart from Bidston



# Return WBRUA excursion to Bidston (Oct 1986) at Bristol Temple Meads



# Corporate Supporters of the WBRUA



Buckley Town Council



# Some facts about the current Wrexham-Bidston service



# Connections at Shotton



# Unfair fares into Merseyside







# Some facts relevant to the Wrexham-Bidston Rail corridor

- Rail connectivity is poor - the use of rail for travel to work in Flintshire is 1%, less than half the overall Welsh average of 2.1%
- Many workers have to use a car to access employment; those who can't may not realise their employment potential
- 20% of interviews and job offers at the Deeside Industrial Park are being declined because of transport difficulties



# The WBRUA's incremental strategy

The WBRUA is pushing for

- Improvements to service performance, passenger satisfaction and passenger numbers
- An improved service frequency and an extension to current operating hours between Wrexham and Bidston together with improved interchange with other services at both Shotton and Wrexham
- The introduction of a new station, *Deeside Parkway*, on the route adjacent to the Deeside Industrial Park and the A548
- The introduction of a through service between Wrexham and Liverpool as soon as suitable rolling stock (such as IPEMUs) becomes available
- A case for full electrification of the route

# Service Performance before Covid



Railway Industry Reporting Period	From	To	Overall ATW PPM	WXC-BID (Borderlands) PPM	Average difference between overall ATW and WXC-BID PPM over last 13 reporting periods	Merseyrail PPM (for comparison)	BID-SHT trains not run (www.recenttraintimes.co.uk)		
							Mon-Fri	Sat	Sun
19/05	22/07/2018	18/08/2018	90.0%	95.8%	-1.15%	94.4%	0.00%	0.00%	0.00%
19/04	24/06/2018	21/07/2018	88.0%	88.8%	-0.56%	94.4%	4.64%	0.00%	0.00%
19/03	27/05/2018	23/06/2018	92.1%	92.4%	-0.51%	97.6%	1.43%	0.00%	0.00%
19/02	29/04/2018	26/05/2018	91.8%	94.0%	-0.86%	95.5%	1.79%	5.36%	0.00%
19/01	01/04/2018	28/04/2018	94.0%	98.0%	-0.93%	95.7%	0.36%	3.57%	0.00%
18/13	04/03/2018	31/03/2018	93.6%	95.4%	-0.62%	94.9%	1.45%	0.00%	4.17%
18/12	04/02/2018	03/03/2018	90.3%	95.6%	-0.24%	94.6%	5.00%	12.50%	0.00%
18/11	07/01/2018	03/02/2018	94.5%	94.8%	0.54%	95.8%	3.93%	5.36%	0.00%
18/10	10/12/2017	06/01/2018	89.6%	89.2%	0.57%	95.6%	3.93%	3.57%	0.00%
18/09	12/11/2017	09/12/2017	89.8%	85.0%	0.36%	94.6%	2.86%	0.00%	0.00%
18/08	15/10/2017	11/11/2017	88.1%	82.8%	0.01%	92.8%	4.64%	0.00%	4.17%
18/07	17/09/2017	14/10/2017	92.3%	96.0%	0.5%	93.1%	1.43%	1.79%	0.00%
18/06	20/08/2017	16/09/2017	92.3%	93.7%	1.1%	95.0%	1.43%	14.29%	0.00%
18/05	23/07/2017	19/08/2017	93.6%	91.8%	1.0%	94.3%	3.21%	0.00%	0.00%
18/04	25/06/2017	22/07/2017	93.3%	93.5%	0.8%	90.7%	2.16%	0.00%	0.00%
18/03	28/05/2017	24/06/2017	92.8%	97.6%	0.8%	95.6%	1.07%	1.92%	5.56%
18/02	30/04/2017	27/05/2017	93.7%	96.8%	1.3%	96.8%	1.79%	1.79%	0.00%
18/01	01/04/2017	29/04/2017	94.5%	94.4%	1.3%	98.2%	1.43%	1.43%	0.00%
17/13	05/03/2017	31/03/2017	94.6%	91.5%	1.4%	97.5%	3.85%	0.00%	0.00%
17/12	05/02/2017	04/03/2017	93.8%	89.1%	1.2%	95.0%	10.38%	0.00%	0.00%
17/11	08/01/2017	04/02/2017	93.0%	92.9%	1.0%	97.0%	1.92%	3.57%	0.00%
17/10	11/12/2016	07/01/2017	88.3%	90.6%	0.8%	95.6%	4.51%	5.56%	0.00%
17/09	13/11/2016	10/12/2016	86.8%	86.4%	0.7%	92.2%	2.50%	0.00%	4.17%
17/08	16/10/2016	12/11/2016	88.6%	77.6%	1.5%	94.5%	5.36%	8.93%	0.00%
17/07	18/09/2016	15/10/2016	94.0%	89.8%	1.2%	96.3%	4.64%	5.36%	0.00%
17/06	21/08/2016	17/09/2016	92.6%	94.3%	0.9%	95.6%	1.82%	7.14%	0.00%
17/05	24/07/2016	20/08/2016	90.2%	90.9%	1.1%	96.2%	3.93%	5.36%	8.33%
17/04	26/06/2016	23/07/2016	91.1%	91.5%	1.3%	96.1%	2.50%	3.57%	0.00%
WXC-BID PPM BETTER than overall ATW PPM									
WXC-BID PPM WORSE than overall ATW PPM									



# Passenger Numbers have been growing (ORR data showed an increase of 70% since 2006/2007)

Station Name	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	Growth 2018-2019 to 2019-2020	Growth from 2006 - 2007	Maximum
Bidston																	
Upton	12,976	15,477	20,842	21,036	22,720	24,118	23,750	27,960	31,460	31,658	32,740	33,634	25,254	22,502	-10.90%	95%	33,634
Heswall	23,409	24,670	44,592	45,180	48,660	54,628	51,820	58,408	55,860	56,660	54,070	58,452	91,736	99,136	8.07%	292%	91,736
Neston	32,716	35,922	36,960	36,230	44,598	46,546	48,476	51,886	53,702	49,340	44,892	42,924	46,714	42,554	-8.91%	43%	53,702
Hawarden Bridge	3,652	2,932	9,750	6,632	4,540	4,472	5,422	4,088	4,872	5,060	4,336	3,296	3,664	2,674	-27.02%	0%	9,750
Shotton																	
Hawarden	30,987	30,407	36,778	38,066	37,896	39,140	38,156	39,932	36,422	35,124	30,170	32,642	33,424	32,204	-3.65%	8%	39,932
Buckley	36,328	40,658	43,038	48,364	51,472	52,404	52,100	50,544	51,684	48,430	47,776	41,008	40,636	41,874	3.05%	12%	52,404
Penyffordd	16,910	14,980	16,606	18,700	21,082	21,856	21,212	22,156	24,582	24,976	22,386	20,686	22,428	22,778	1.56%	33%	24,976
Hope (Flintshire)	20,148	22,525	23,800	22,648	24,186	25,522	27,652	54,052	27,470	28,904	24,396	24,630	21,820	20,366	-6.66%	8%	54,052
Caergwrlle	20,065	21,056	19,780	23,778	22,186	21,886	24,264	24,438	23,034	19,828	18,086	17,800	19,140	15,914	-16.85%	-5%	24,438
Cefn-y-Bedd	6,616	7,795	8,526	8,492	9,284	8,898	9,372	9,388	8,918	7,810	6,818	7,620	7,240	6,954	-3.95%	9%	9,388
Gwersyllt	22,433	23,883	28,234	32,036	34,026	35,524	37,386	40,172	39,938	35,242	32,338	26,802	24,464	22,468	-8.16%	9%	40,172
Wrexham General																	
Wrexham Central	20,457	19,736	19,680	23,338	31,952	33,098	41,746	53,142	73,444	73,180	74,184	88,568	81,792	73,484	-10.16%	300%	88,568
	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
	246,697	260,041	308,586	324,500	352,602	368,092	381,356	436,166	431,386	416,212	392,192	398,062	418,312	402,908	-0.93%	70%	436,166

# Recent track renewal work

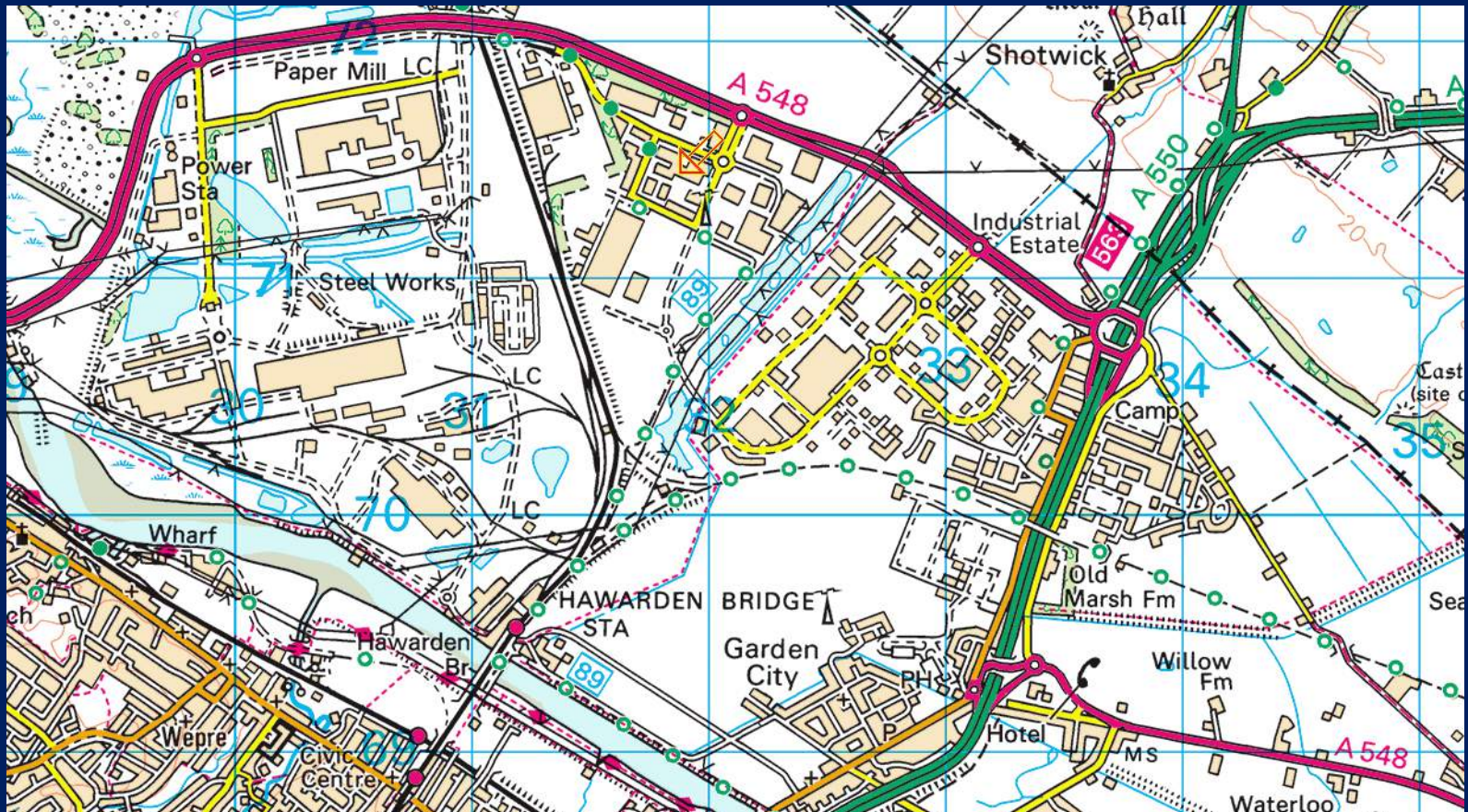




# Improved service

- The WBRUA has pushing for improvements for some time
- There is political consensus:
  - *“The Wrexham-Bidston service could and should be better”*  
Councillor Liam Robinson – Chair of Merseytravel and Rail North
  - *“..... (improved) rail services are fundamental to our plans for a North Wales Metro”*  
Ken Skates MS – When he was Welsh Government's Cabinet Secretary for Economy and Infrastructure
  - *“The current rail network joining up North Wales, Cheshire and Wirral is not fit for purpose.”*  
Growthtrack 360 (organisation led by a cross-border alliance of business, political and public sector leaders)

# The Wrexham-Bidston Line and Deeside Industrial Park

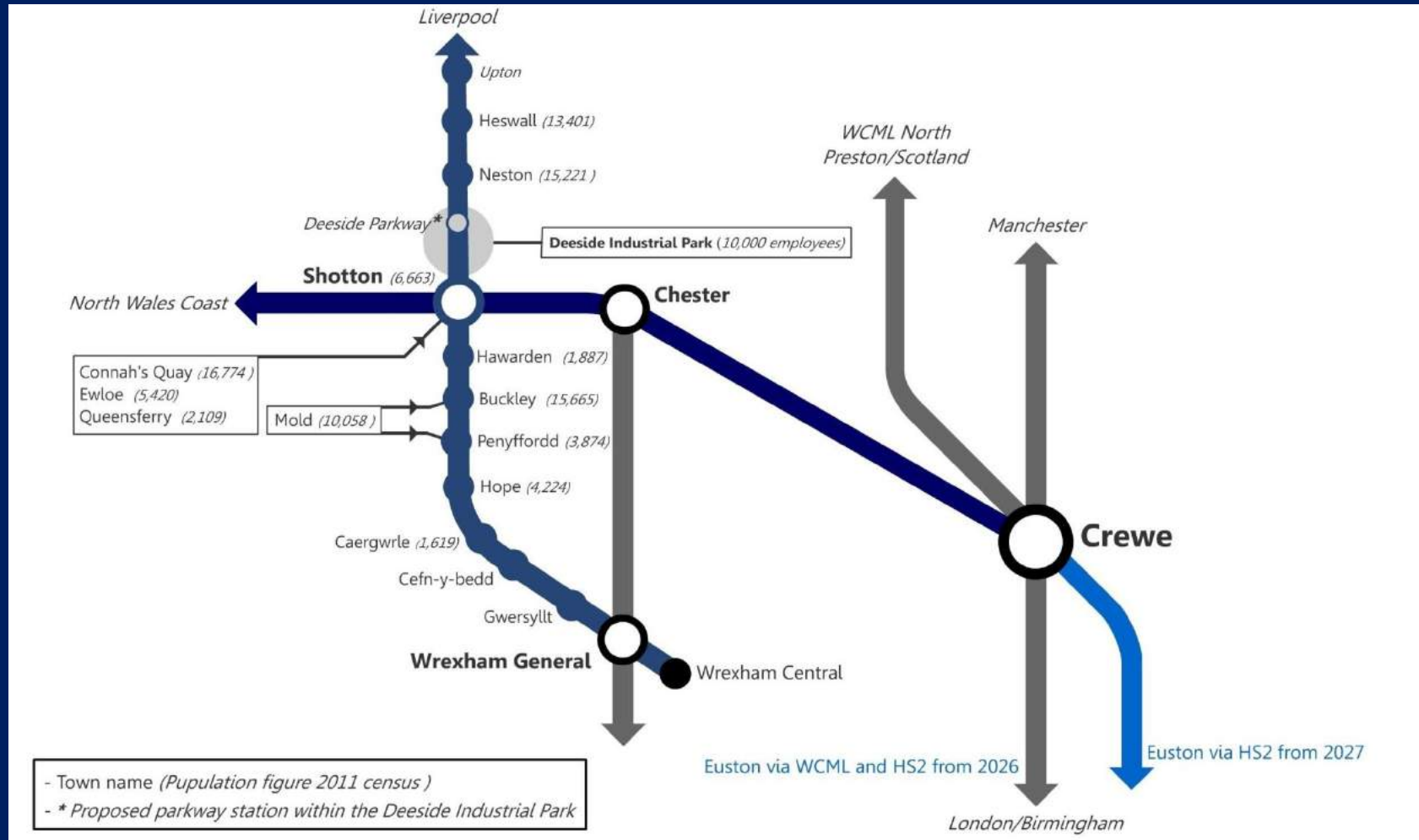


# The WBRUA's Vision for Deeside Parkway Station





# Potential of Shotton to serve 100,000 people



# Electrification?



# Achieving through trains to Liverpool before electrification.....



*Photograph courtesy of Graham Senior*

# Looking forward....



# Looking forward...



# Looking forward....



# The WBRUA's Vision for the Wrexham-Shotton-Liverpool rail corridor



A key element of the cross-border region's transport network which:

- effectively connects workers with their employment;
- provides people with easy access to leisure and entertainment;
- enables those living in the communities along it to connect easily with other rail services for travel throughout the UK and beyond.

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