

2015

Cefn Railway Station Proposal



Dyfrbont Pontcysyllte

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Plas Kynaston Canal Group

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Cefn Railway Station Proposal

Preface

This document is an initial brief outline proposal for a new Railway Station at Cefn Mawr in the Cefn and central to the Pontcysyllte World Heritage Site. It is written just to highlight the potential of the site based on current physical topography and usage patterns that can actually be seen on the ground. It is planned that other research into this site and the potential for it can be incorporated at the next stage from other relevant bodies such as the Train Operating Companies (TOC's), Network Rail, Welsh Assembly Government (WAG), Wrexham County Borough Council (WCBC), Tesco, Chester to Shrewsbury Rail Partnership, Wrexham Rail Group, UNESCO, Waterways Trust and other relevant bodies including local groups such as the Cefn Community Council, PKC Group and the Cefn & District Chamber of Commerce. Furthermore it should be noted that during an initial survey conducted in the month of September 2014, the idea received well over 3000 likes via Facebook etc. and is well supported by our local people.

We, the PKC Group believe there is an extremely good business case for the station if all relevant facts are taken into account.

David Metcalfe, PKC Group.

Introduction and case for a Station:

The idea of a new Railway Station at Cefn Mawr adjacent to the Tesco Supermarket has been proposed by the PKC Group because this would provide an economic stimulus for both Cefn Mawr, all businesses there in and the Train Operating Companies, TOC's providing services along the Chester to Shrewsbury line.

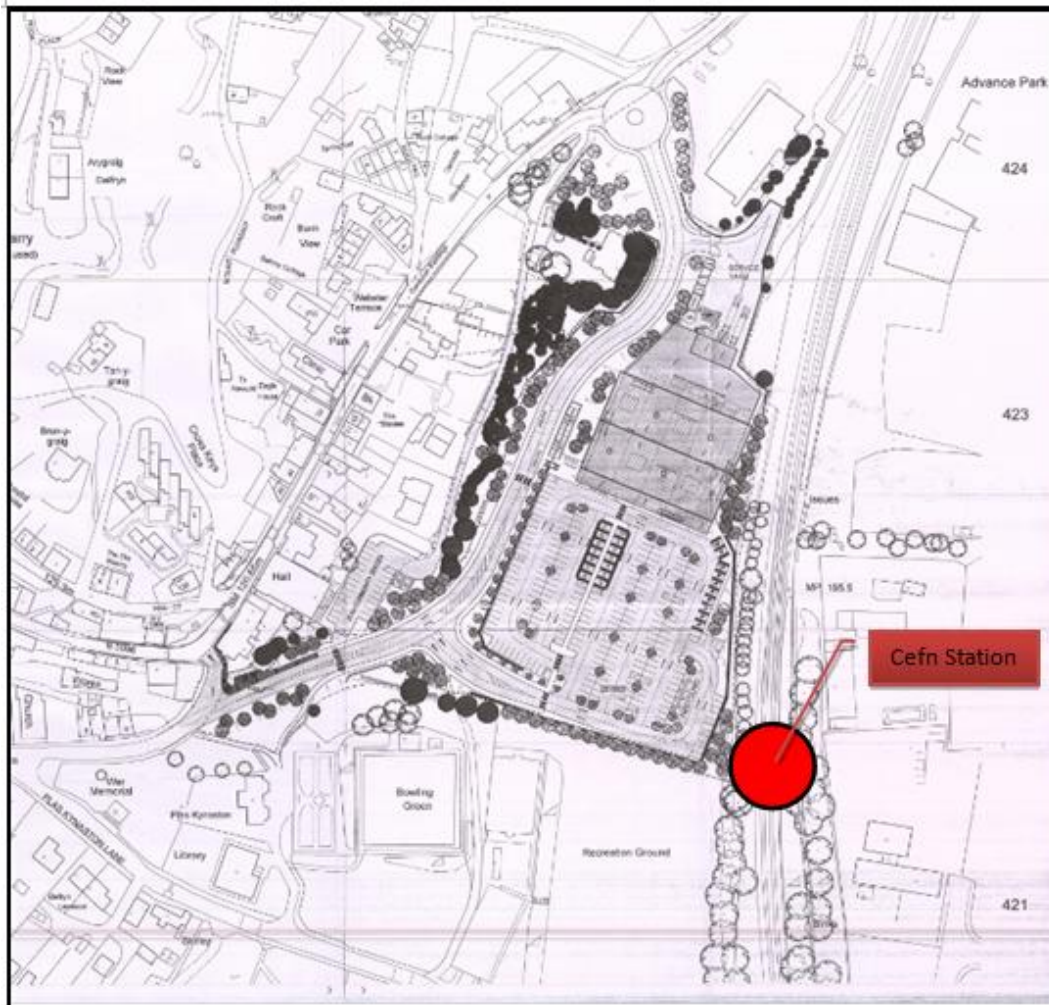
By building a train station at the centre of the Cefn Community this would encourage a far higher passenger count overall than presently derived through the two nearest stations, Ruabon and Chirk. The Tesco Supermarket bears testimony to the potential for this location with a current head count of just under half a million annually.

Furthermore with the addition of a Railway Station adjacent to the store this figure will only increase and Cefn Station would become the principle station for the Vale of Llangollen and Dee Valley as far upstream as Bala on the central section of the Chester to Shrewsbury line.

This would serve as a catalyst to establish **Cefn as a Rural / Urban Transport Hub** for the Pontcysyllte World Heritage Site, Dee Valley and South Wrexham with rail links to London, Birmingham, Birmingham International Airport, Manchester, Liverpool, Holyhead and Ireland.

If public transport is to offer a genuine and attractive alternative to cars, it must provide a similar or better travel experience. This means catering for people, a review of bus and rail time tables would provide this and establish Cefn Mawr as a transport hub, thereby meeting customer's entire journey requirements and not simply travelling between stations.

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Tesco and proposed Railway Station at Cefn Mawr

Cefn Mawr

Cefn Mawr is at the centre of the Pontcysyllte World Heritage Site and a Railway station at this location would provide the most direct access to such. Therefore not only would the station serve the local and regional population, it can also serve the national and international tourist markets. Arriva trains run along this line to and from Birmingham International Airport and Virgin are running services from Wrexham, Chester and Shrewsbury to and from London which is the biggest tourist market in the UK.

Context:

The site at Cefn Mawr adjacent to the Tesco Supermarket is at the centre of one of the largest communities on the line between Chester and Shrewsbury. Cefn Mawr was to be considered for a New Railway Station serving south Wrexham as a part of the Chester to Shrewsbury Enhancement Package as indicated in the North East Wales Integrated Transport Task Force Technical Report by Aecom dated June 2013. This £44M upgrade program was started in 2014 to increase capacity along the line, with the doubling up of track between Chester and Wrexham.

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Objectives:

- Provide good access to the rail network and services at a key location for the local and regional population.
- Provide a railway station that has good transport interchange facilities linking into private and other forms of public transport, i.e. forming a transport hub.
- Provide improved access to a viable alternative transport route to the overcrowded A483 and A5 main trunk roads for local, regional and national commuting.
- Encourage a greater use of the railway network to reduce carbon emissions.
- Provide appropriate access to a central point in the Pontcysyllte World Heritage Site to promote the tourist industry.

Nearest Stations:

Chirk, to the south built in 1848 at a location to suit the then running Glyn Valley Tramway which brought slate from the quarries in the Ceiriog Valley to the canal, which the railway superseded. The GVT ceased running in the 1950's. However although Chirk station is just inside the WHS, it does not lie at the centre and is somewhat isolated from Chirk village itself with the lowest passenger count on the line at 72.1K for 2013, (up 9% on 2012 figures)

Ruabon, built in 1846 served the junction of the Ruabon to Barmouth line with the Chester to Shrewsbury line. The Ruabon to Barmouth line was closed in the 1960's as a part of the Beaching cuts. This station has the next highest passenger count at 93.7K, (up 14% on 2012). Although Ruabon station is closer to the centre of the community of Ruabon it is still somewhat isolated and the car parking capacity is limited to 45 slots and has reached its maximum capacity for present services.

NOTE in the first quarter of 2015 pay a display meter was installed at Ruabon Station Car Park which results in people to parking elsewhere in Ruabon to avoid the charge and will also cause a reduction in passenger count. This is contrary to Welsh SDC objectives.

It should be noted that both of the nearest railway stations were built to handle freight, hence the location, whereas today's requirement is for passenger services and neither station are at the centre of the communities they take their names from.

Since Cefn Station would be at the centre of the community of Cefn and within easy walking distance of a large proportion of the community, 400m, and cycling distance of almost all (that choose to), this alone would more than compensate for any reduction in passenger counts at both Chirk and Ruabon. A reduction in passenger count at Ruabon would help with the congested parking as is already occurring to date. Furthermore with an annual average passenger increase of 5%, unless provision is made or a reduction can be facilitated at Ruabon, this will have a negative effect on potential passenger count overall.

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Transport Needs Statement (Taith):

The wider North East Wales Integrated Transport Task Force Technical Report prepared by Aecom in 2013 clearly states that the rail network in the region could be enhanced through a series of upgrades, station relocations, new stations and frequency increases.

From the Taith Report:

2.7.1 Current Rail Services in the Study Area (page 42)

The Wrexham General to Chester Line is currently a single track line between Wrexham and Chester with no intermediate stations. Work on capacity improvements are planned to start in autumn 2013. The line is normally served by one train per hour between Birmingham International / Cardiff (alternate) and Holyhead with a once per day service between Wrexham and London via Chester. (Note doubling of track started in 2014).

2.7.2 Rail Demand in the Study Area (page 45)

The data reveals a general increase in rail patronage in the study area, with notable increases on 2010-11 data at Shotton (13%), Prestatyn and Flint (both 8%) and Ruabon (7%) despite the issues of frequency and service pattern.

2.7.3 Improvement Proposals (page 45)

The rail network in the region could be enhanced through a series of upgrades, station relocations, new stations and frequency increases. A number of proposals have already been considered or planned including:

The single track line between Wrexham to Chester has become increasingly congested in recent years, particularly following the increase in the number of services by Arriva Trains Wales in 2005. There is little spare capacity on the line so Welsh Government & Network Rail plan to reinstate double track for the length of the route. The speed limit on the line will also be increased as part of the project which will allow journey times to be improved and create opportunities for new stations.

4.3 The Recommendations: (page 80)

The rail modernisation business case should consider how frequencies of service and journey times within North Wales to and from key destinations in the North West can be improved. We would encourage the provision of new stations and additional services that specifically serve major employment areas and help to tackle poverty.

The Task Force sees rail modernisation in North Wales as a major opportunity to reconfigure the transport network in the region and is fully supportive of the progress which is being made in this area under a separate work stream improving frequency and line speeds in North Wales.

The Task Force has identified the need to provide a network of integrated transport hubs at strategic locations. These would be designed to cater for various modes as appropriate and could potentially include facilities for the promotion of Park & Ride (by bus and / or rail), Park & Share and even Park & Cycle, subject to the identification of suitable links to wider networks. These are again ideal for people travelling longer distances or on the rural fringes

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where traditional public transport services are less frequent. Over time, we see that these hubs would evolve to form the basis of shuttle services to adjacent employment sites or other hubs on the network. At these hubs, other non-transport services can also be focussed to provide additional benefits to users. (page 81) This is Cefn Mawr.

5. Access from rural areas to & from key services and employment by all transport modes should be improved. The concept of integrated rural hubs aligned with a reconfigured bus service network should be developed.

In terms of transport from more rural areas of the study area, we recognise the opportunities presented by reconfiguring existing bus and community transport services to serve hubs, such as for example, at locations in the Vale of Clwyd. As part of this, we envisage the development of a network of rural feeder services that connect to 'Express' services from strategic bus and rail hubs. Such rural transport hubs, providing modest interchange facilities, could also potentially include connected office space to reduce the need to travel, post office and home delivery pick-up services.

In developing a network of hubs, it is important to develop a categorisation system to help manage expectations of the type of facilities that might be encountered. This could include multi - purpose hubs, tourist hubs, recreational hubs, transport interchange and smaller hubs of more modest facilities. The hubs should have a consistent branding, giving information provision, timetables, maps etc. and passenger facilities, seating, shelters etc. and facilities for interchange including secure cycle parking facilities.

Theme	Recommendation	Key Evidence
Connecting the rural 'hinterland'.	Access from rural areas to/from key services and employment by all transport modes should be improved. The concept of integrated rural hubs aligned with a reconfigured bus service network should be developed.	Interchanges between transport modes is poor, rail is not connected with bus, car parking is limited at rail interchanges, and rural areas have few opportunities other than car to access employment or services.

(page 86)

Theme	Recommendation	Key Evidence
Rail: New Station at Cefn-Mawr	New station south of Wrexham offering additional facilities and improving park & ride and commuter possibilities.	To be considered as part of Chester - Shrewsbury Enhancement Package.

(page 100)

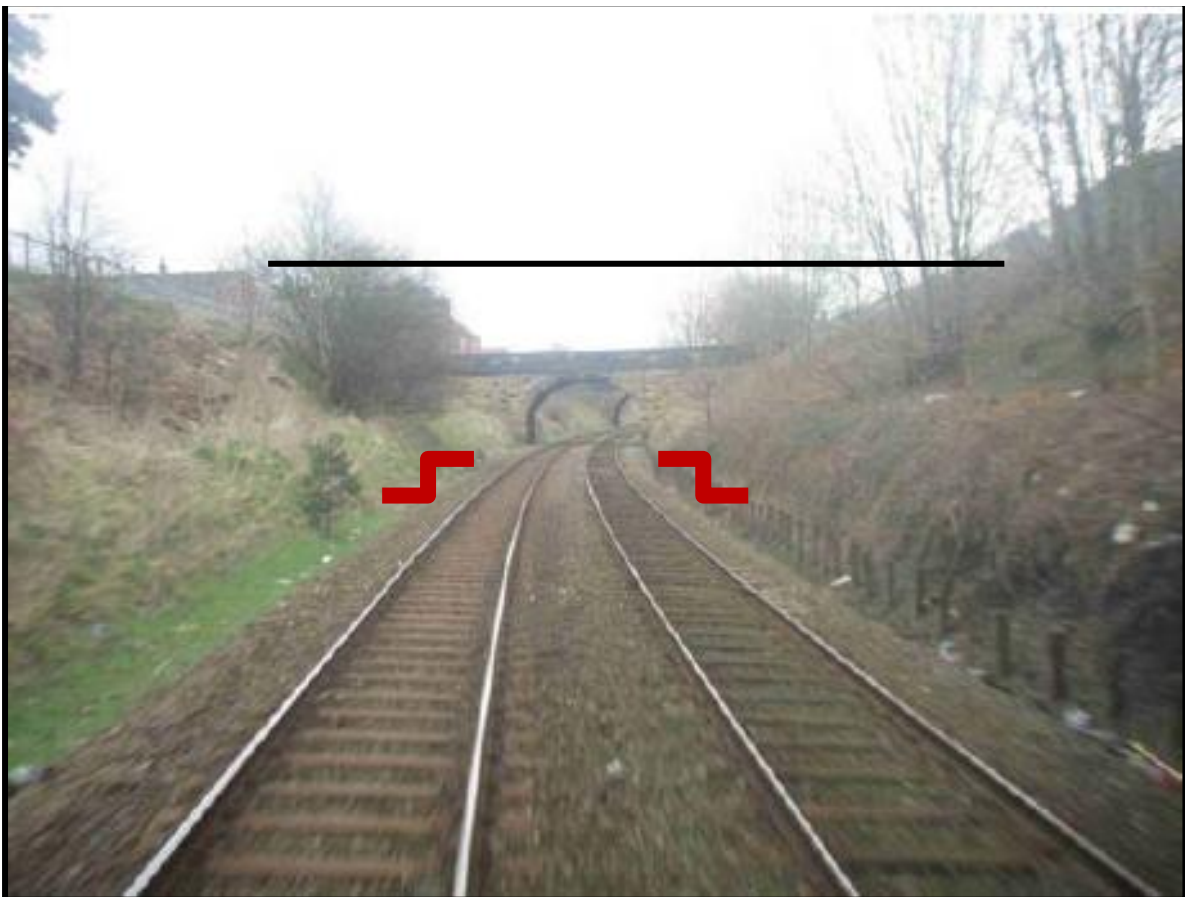
Discussion Notes from Taith / Aecom Report: Rail, increased provision for parking at stations required – many stations at capacity or parking limited. New infrastructure to provide Park & Ride south of Wrexham and station facilities can be influenced through future franchise awards.

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Station Design:

The proposed station will be of a modular design and fully DDA compliant consisting of two platforms with length suitable for an eight car set. The platforms will be provided with covered seating, lighting, a public address system, CCTV and notice boards. Shelter areas will be step-free, and include space for wheelchairs and buggies. Each platform will have step-free access via ramped pathways as the station is to be sited in a cutting. Platforms will be connected via a walkway bridge at car park level accessed from both the Tesco and the Railway Station Car Parks. 50 Cycle parking provision will be provided adjacent to the station car park. The Cycle & Car Park will be CCTV monitored. Local materials, such as Cefn Sand Stone will be used in construction where ever possible such as in the retaining walls to promote the heritage of the area.

Car Parking, it is anticipated that the Station Car Park would complement the current Tesco Car Park with a capacity of 200 slots. This will allow for extensive expansion in rail commuter traffic and encourage Park & Ride usage of the Railway Station giving a total parking capacity adjacent to the station of 500 slots, for South Wrexham, Pontcysyllte World Heritage Site and the Dee Valley.



Height of car park levels & platforms for station between Tesco and Rhosymedre Industrial Estate, Cefn Mawr, the cutting would allow simple step free access to both sides of the line.

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Site Suitability:

Cefn Mawr and the site of the station is at a central point for three major roads, the A5, the A483 and the A539. This is one of the underlying reasons why the Tesco Supermarket has done so well in its current location, adjacent to where the Cefn Railway Station is proposed for. The proposed site for the station is in a cutting between the Tesco Car Park and the Rhosymedre Industrial Estate, the levels of which are approximately suitable for a simple walkway bridge, and ramps leading down to the platforms. Vehicular access to the Station Car Park on the Rhosymedre Industrial Estate can be direct from the B5605.

The local bus services have been moved to serve the Tesco Supermarket already which could also serve the railway station in its simplest form. However a potential lies in expanding the public services to form a central rural hub, with minibuses services picking up / dropping off timed with the train times thereby increasing the patronage on the railway and reducing road traffic. This would be similar to the highly successful MRT system employed in Singapore.

The only down side of the site is the curved track section which needs clarifying with Network Rail, however it is thought that the radius of curvature is well within acceptable limits.

Railway Planning Context:

In the Wrexham County Borough Council Local Development Plan significant numbers of housing is allocated for South Wrexham and two areas that have been identified for such are the former Monsanto and Air Products sites at Cefn Mawr.

As one of the next steps assistance will be sought from Network Rail and the TOC's on operational modelling to understand any problems that could arise operationally. However presently it is thought that a dwell time of 20 seconds and the extra journey time gained by deceleration and acceleration will not affect the route diagrams greatly and can be accommodated as indicated in the Taith Report.

Demand forecasts for the new station are expected to demonstrate significant use of the station by local residents using the station for trips to the three main destinations on the route, Wrexham, Chester and Shrewsbury. The station will also provide an improved transport link for workers accessing the business parks and industrial estates at Wrexham and Deeside. By providing a large parking facility this will increase the demand for park and ride service to all areas and encourage more off-peak travellers using the new facilities for shopping or leisure trips.

With the planned increased frequency of service from hourly to half hourly and subsequent seating capacity increase on route Cefn Station will therefore contribute to maximising the efficiency of the increased service. DMUs currently using the route are usually operated in 2 and 4-car formations although the new station will be built with 8-car platforms to cater for train lengthening and potential direct London Services in the near future.

One of the sought goals will be establishing a Direct Tourist Rail Service with London to the Pontcysyllte WHS, the UK's largest theme park with 2 real castles etc.

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Requirements to be considered for the Cefn Station proposal:

- * Suitability of an alternative transport investment (busses only as at present, no hub)
- * Consideration of replacement of an existing facility (will compliment Ruabon & Chirk)
- * Re-establishment of a former facility (former site not commercially viable)
- * Characteristics of the current railway operations (frequency & service due to increase with line upgrade)
- * Existing service mix and stopping patterns currently on the route (line should have capacity with upgrades, needs checking with Network Rail & TOC's).
- * The specific location of the proposed station (very good)
- * Policy fit with existing rail planning documents (Would seem to suit Taith Report well)
- * Design requirements of new stations (simple and with large capacity)
- * Topography of site and permanent way characteristics (very good)
- * Accessibility and physical location of site (good and easily accessed)
- * New station build costs have been estimated (only from Network Rails Investment in stations guide needs further work with Network Rail)
- * Status of station freehold has been decided (will be resolved by PKC group)
- * Consideration and high-level discussions with the likely TOC/SFO and NR (to be done)
- * Transport Needs Statement (as quoted from Taith Report & WCBC LDP2)
- * Optimal solution of public transport solutions (Cefn Station Hub as per Taith Report)
- * Station design details. (Simplistic)

Appraisal guidelines, abstraction issues and procurement issues have not yet been fully explored, but will be considered upon commission of a full business case appraisal.

Rhosymedre Industrial Estate:

The Cefn Station will require a large part of the industrial estate. However the current use of the land needed is of marginal value and what storage facilities (caravans) & works are there can be easily relocated on the same estate. The estate is currently depressed through a lack of traffic to the estate and the construction of a Railway Station as indicated will only serve to increase traffic and subsequently bring more business to the SME's already operating on the estate. Therefore it is anticipated that most businesses will welcome this proposal, and the few that have to move can be reallocated premises on the same estate. Furthermore because of the good transport links by rail and road full utilisation of the Rhosymedre Industrial Estate is expected by new business moving in thereby creating more local employment opportunity for Cefn Mawr and a higher rateable return value for WCBC.

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The Second Option (Tesco):

The above is for a basic station with eight car platform capacity and large car parking facilities. This in itself should help significantly increase the current store count figure and annual turnover. However this site and the concept of the Railway Station offers Tesco far more:

- The station car park would significantly increase car parking capacity of the current Tesco Car Park
- If a road bridge is also built with the Railway Station across the line this offers direct main road access for Tesco to the B5605, which was the former A483.
- This would again significantly increase store count figures and hence annual turnover.
- This would allow Tesco to bring in their HGV's without having to go through a residential area.
- A potential filling station on the main road, the B5605, which is still by far the busiest road in the immediate area after the A483, A5 and A593.
- By creating a transport hub facility for the local area and the Dee Valley, once again store figures will increase significantly, which again will be reflected in annual turnover.

Currently Gobowen is the most successful small station on the line with a passenger count of 214K in 2013, (+5% on 2012) according to the RRO statistics. This is mainly because it is in the middle of Gobowen and serves Oswestry and the Tanat Valley. The Cefn Station will serve Cefn, Llangollen, Dee Valley and South Wrexham and produce rival passenger count numbers.

There is a large potential for growth here if we choose to take it. The PKC Group are willing to take the lead and deal with our local people and drum up support etc. but to make this work and obtain the necessary WAG funding for this we need a partners, such as Tesco and the WCBC.

Note from Network Rail:

Stations are not only key to passengers' experience of the railway, they are an intrinsic part of many local communities across Britain. We continue to invest in stations across the network, frequently in close partnership with our customers, our funders, and others with an interest in promoting and developing new or improved facilities.

We welcome and encourage such partnerships, and we hope to enable train operators or other investors to understand how the investment process works, in order that we can jointly improve stations across Britain.

The development of the railway to meet growing demand and divert trips away from congested road networks is an important element of transport policy for central and local government.

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Stations are key to the success of the rail network and a well-positioned and designed station enables passengers to easily access the services they require. Promoters would typically include train operators, local authorities, community rail partnerships and private developers.

It is also important to invest in existing and additional facilities to make the accessibility of the railway network as easy as possible for everyone. The next thirty years are expected to be a period of continuous growth and rail use is forecast to double.

Train Access:

All lines between Shrewsbury and Chester, as well as Wrexham to Shotton, can accommodate traffic rated at RA 10, which represents an axle load of 25.4 tonnes, the heaviest permitted on the UK rail network. The routes from South Wales and the West Midlands to Shrewsbury, and Chester to Crewe, Northwich and Warrington and thence the West Coast Main Line and Manchester area, are all rated at RA 10, which means that the Chester – Shrewsbury route could act as a through route for traffic between main UK traffic centres.



Cefn Station as it was before the Beaching cuts in the 1960's.

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Welsh Assembly Government (WAG)

The Welsh Assembly Government (WAG) is the specifying and funding body for passenger rail services provided wholly within Wales and across the Wales-England border by the non-intercity franchised TOC in Wales (i.e. the Wales & Borders franchise). It also has powers to fund rail infrastructure enhancements in Wales over and above those required by the Department for Transport. If proposals affect the services provided by the Wales & Borders franchise operator the WAG will need to be involved in the approvals process.

Department for Transport (DfT)

The Department for Transport has overarching responsibility for rail strategy and is the franchising authority for passenger rail services provided by franchised Train Operating Companies (TOCs) in England. Any additional station in England and Wales that might be approved by Network Rail will also need to be authorised by the DfT if a franchised TOC is expected to serve it. Similarly, if third party proposals include a change in the specified service of a franchised operator (e.g. station stopping patterns or new station calls) the DfT will be required to approve the proposals. The Department will also need to be aware of any investment that would lead to impact on the long term finances of a franchisee. The Department will also require any proposals to have a **sufficiently robust business case** that follows its 'Webtag' process.

The DfT has committed £370 million to deliver a programme of access improvements across the rail network in England, Scotland and Wales in the period to 2015 for stations accessible by wheelchair whilst providing the flexibility and opportunity to deliver specific improvements to meet local needs.

Local Transport Authorities (LTAs)

For a new development of any size, a transport needs assessment will be undertaken by the developers and agreed with the local planning authority. This will consider issues such as proximity to local public transport provision, access to existing local roads, the effect of additional traffic and perhaps also levels of parking availability to be provided.

For capital investment in transport infrastructure, there are two main sources of funding for local authorities to meet objectives set out in their LTP: (i) 'integrated transport block' for schemes up to £5m; (ii) major scheme funding for schemes over £5m although this scheme is now closed for new proposals. Local authorities can also bid for funds through the Local Sustainable Transport Fund, which will make **£560m of capital** and revenue funding available over four years. (Investment in Stations Document dated 2011)

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Franchised Train Operating Companies (TOCs)

Franchised Train Operating Companies (TOCs) operate passenger train services to a specified Service Level Commitment (which is set by the franchising authority). They act as station facility owners (SFO) at specified stations on their route.

Where a TOC is the SFO, it leases the station buildings and land (but not the track) from Network Rail for the duration of its franchise. It is responsible for general upkeep, cleaning, security and maintenance of the station and car park areas if applicable (with the car parking revenues falling to the TOC). It also provides ticket sales facilities, operates gate lines where installed and provides advice and assistance to passengers.

As the day to day operators of stations, TOCs have invaluable knowledge about the needs of their customers and the issues that need to be addressed. They are a key party to any changes that are proposed and should be involved in any proposal from an early stage.

Contractual commitment from the train operators

Train operators have a key role to play in assisting the development of the railway. The provision of a station is an expensive undertaking. In order to achieve transportation benefits it is necessary to ensure a long term commitment from the train operator, the DfT, and Welsh Assembly Government to operate the associated service. This can be achieved by incorporating the proposed station into the franchise agreement (or if appropriate the rail concession through which services are provided) if funding from the promoter can be made available or if the project is commercially viable. It is essential that the relevant train operator is engaged at the earliest stage as the proposal develops.

The station needs to be incorporated into the national timetable, passenger information media and the fares structure.

Network Rail approach

Network Rail has significant experience in facilitating enhancements at stations (and indeed the network as a whole). The route based teams can provide feedback and advice around the development of the project. Depending on size of the scheme, and on the responsibility and development rights of the train operating franchisee, the TOC may be most appropriate to take forward any enhancements, and in these instances, Network Rail network planners will refer enquiries to the appropriate personnel within the TOC.

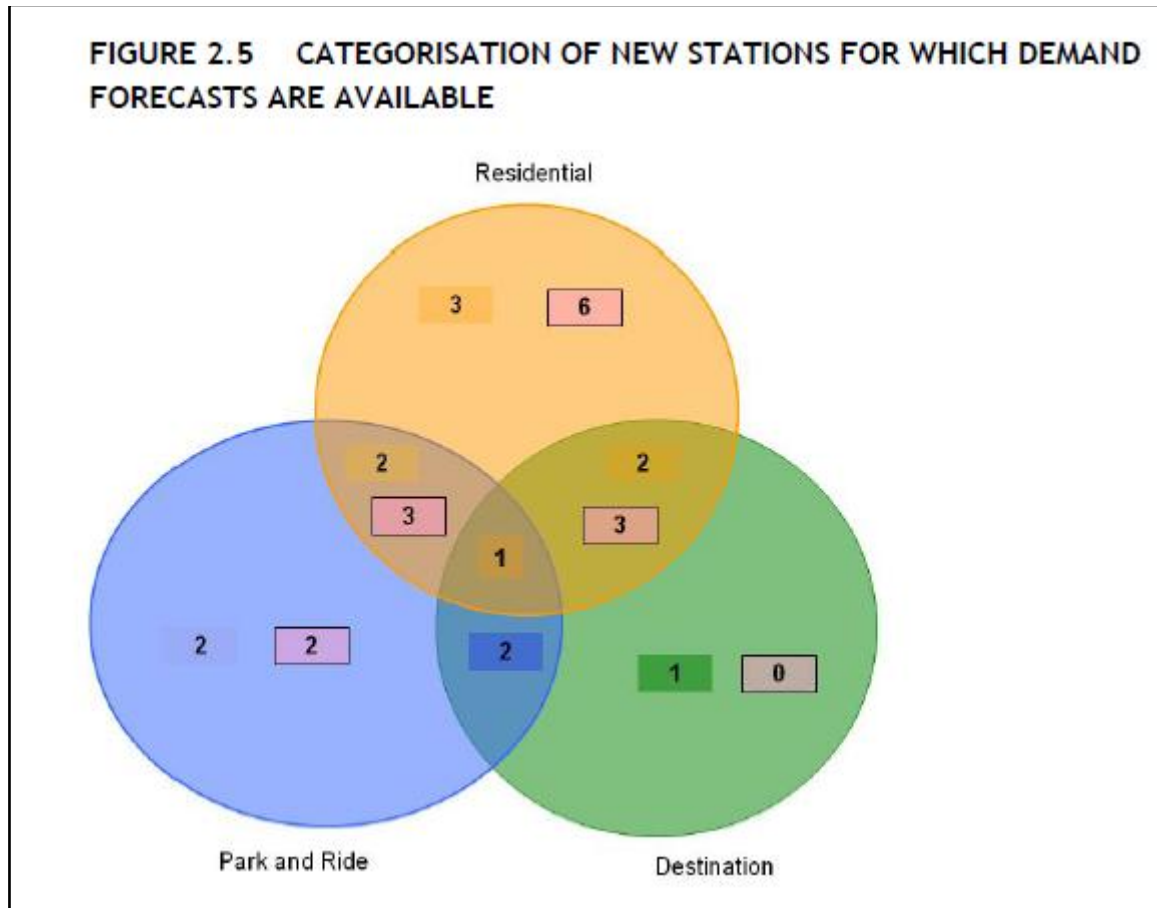
Guide to Railway Investment Projects (GRIP)

Network Rail has developed a Guide to Railway Investment Projects (GRIP) as its in-house vehicle to monitor and project manage investment in the rail network. It covers the project process from inception to post-implementation and realisation of benefits. This process has been developed to minimise and mitigate the risks associated with delivering enhancement projects on an operational railway.

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Demand Forecasting:

Extract from the final report for Station Usage and Demand Forecasts for Newly Opened Lines and Stations dated August 2010, prepared by Steer Davies Gleave for the Dft



The Cefn Railway Station will have:

- A large and increasing residential population within walking & cycling distance of the station that outnumber Chirk & Ruabon combined.
- With a 200 slot car park and additional parking space at Tesco giving an overall total of 500 slots and a catchment area of South Wrexham and the Dee Valley this will no doubt attract a high volume of Park and Ride.
- Cefn Mawr is at the centre of the Pontcysyllte World Heritage Site and only 1km from the Aqueduct, with correct marketing and direct services to and from Birmingham International (present) and London (near future) Cefn Station can form a true destination in its own right.

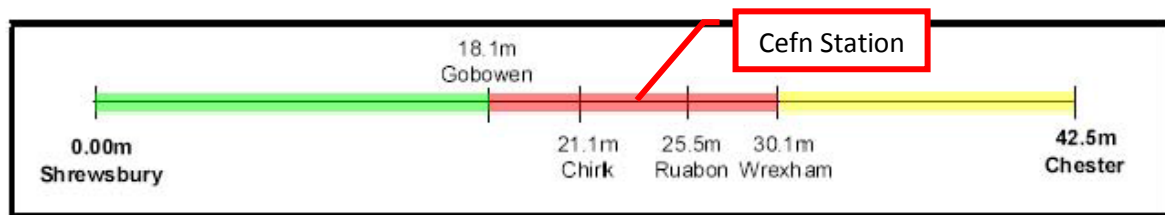
Therefore based on the three main criteria for predicting station usage, a station at Cefn Mawr occupies the number 1 position in the above diagram. Furthermore the average increase in rail passenger count currently stands at approximately 5% annually. According to ORR figures the railways are now seeing more passengers annually than ever before with the trend on the increase.

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Destination:

Promote and analyse the requirements for sustainable transport (cycling and walking), it should be noted that in addition to being central to the Pontcysyllte WHS Corridor, a station at Cefn Mawr would also be just 1km from the long distance footpath of Offa's Dyke and the Pontcysyllte Aqueduct itself which carries the Llangollen Canal, the busiest section of the UK Inland Waterway Network. Furthermore if the PKC Group is also successful at reinstating the Plas Kynaston Canal to its full length terminating in a 60 berth Marina at the rear of the Queens Hotel, in the former Monsanto Chemical Works site, this will significantly increase the destination viability and tourist traffic count. The new marina would be 500mts in a direct line from the railway station at the closest point of inception.

Line Speed and Park & Ride



From the Scott Wilson Report (dated 2009) the results show that little time saving can be made between Wrexham and Gobowen. This is due to several factors, predominately the fact that this is the shortest section of the route, and that there are two station stops between Wrexham and Gobowen (Ruabon and Chirk), which restricts the rolling stock's ability to attain higher speeds, regardless of the line speed restriction. Therefore although a new station will add some additional time, that time increment will be minimal at this point because of the proximity of other stations and lower track speed. However the capacity for Park and Ride facilities at the Cefn Station site easily outnumbers the restricted capacity of Ruabon and Chirk combined and therefore, the additional time for the stop will be compensated for by the increased passenger interchange capability. This will then counter any detrimental aspect to service from the lack of parking provision at Ruabon.

With the doubling of the track between Chester and Wrexham and an increase in line speeds to 90mph this then represents a significant time saving for commuters over private transport on the congested A483, which over time will only serve to increase demand for a Park & Ride service to Wrexham, Chester and Shrewsbury. The increase in line speeds can provide the time scheduling for the stop at Cefn Mawr without making undue delays to connecting time tables at other interchange stations such as Wrexham, Chester, Shrewsbury, Cardiff, Birmingham and Birmingham International.

Summary

Cefn Station offers a 21st century Rural Transport Hub solution that can keep pace with expected growth over the next thirty years providing a real alternative to the A483. It will raise the business potential of both Cefn and the Rhosymedre Industrial Estate across the board, by attracting passengers to the railway network and delivering tourists from other areas to the Pontcysyllte World Heritage Site at a central location. Cefn Station will provide, a win – win facility for all and will simply be in the right place at the right time.

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References & Links:

1. Investment in Stations, a guide for promoters and developers (version 2), dated May 2011 by Network Rail.
2. North East Wales Integrated Transport Task Force Technical Report dated June 2013, prepared by AECOM Transportation for Taith.
3. Railways for All, The Accessibility Strategy for Great Britain's Railways, dated March 2006 by the Department of Transport (Dft)
4. Station Usage and Demand Forecasts for Newly Opened Railway Lines and Stations, Final Report, dated August 2010, prepared by Steer Davies Gleeve for the Department of Transport.
5. The Chester – Wrexham – Shrewsbury Line Study Final Report for Chester – Shrewsbury Rail Partnership by Scot Wilson dated 19th March 2009.
6. ORR Guidelines on Route Utilisation Strategies
7. ORR Investment framework consolidated policy & guidelines October 2010

<http://plaskynastoncanalgroup.org/gwr/cefn-station/>

<http://plaskynastoncanalgroup.org/remediation-of-cefn-mawr/industrial-tourism/>

<https://www.facebook.com/plaskynastoncanalgroup>

<http://plaskynastoncanalgroup.org/>

BBC News North East Wales 19th June 2014

Wrexham to Chester £44m rail line upgrade starts

<http://www.bbc.com/news/uk-wales-north-east-wales-27923130>

BBC News 5th November 2013

Virgin renews bid for Shrewsbury to London direct rail service

<http://www.bbc.co.uk/news/uk-england-shropshire-24827337>

Daily Post 3rd October 2013

Arriva Trains Wales £44m agreement with Network Rail for second track upgrade between Wrexham and Chester is given the go ahead for delivery by spring 2015

www.dailypost.co.uk/.../44m-give-key-wrexham-chester-rail-6130901

BBC News 2 Oct 2013

£44m revised program for Wrexham to Chester rail project going ahead following negotiations with Network Rail.

www.bbc.co.uk/news/uk-wales-north-east-wales-24367386

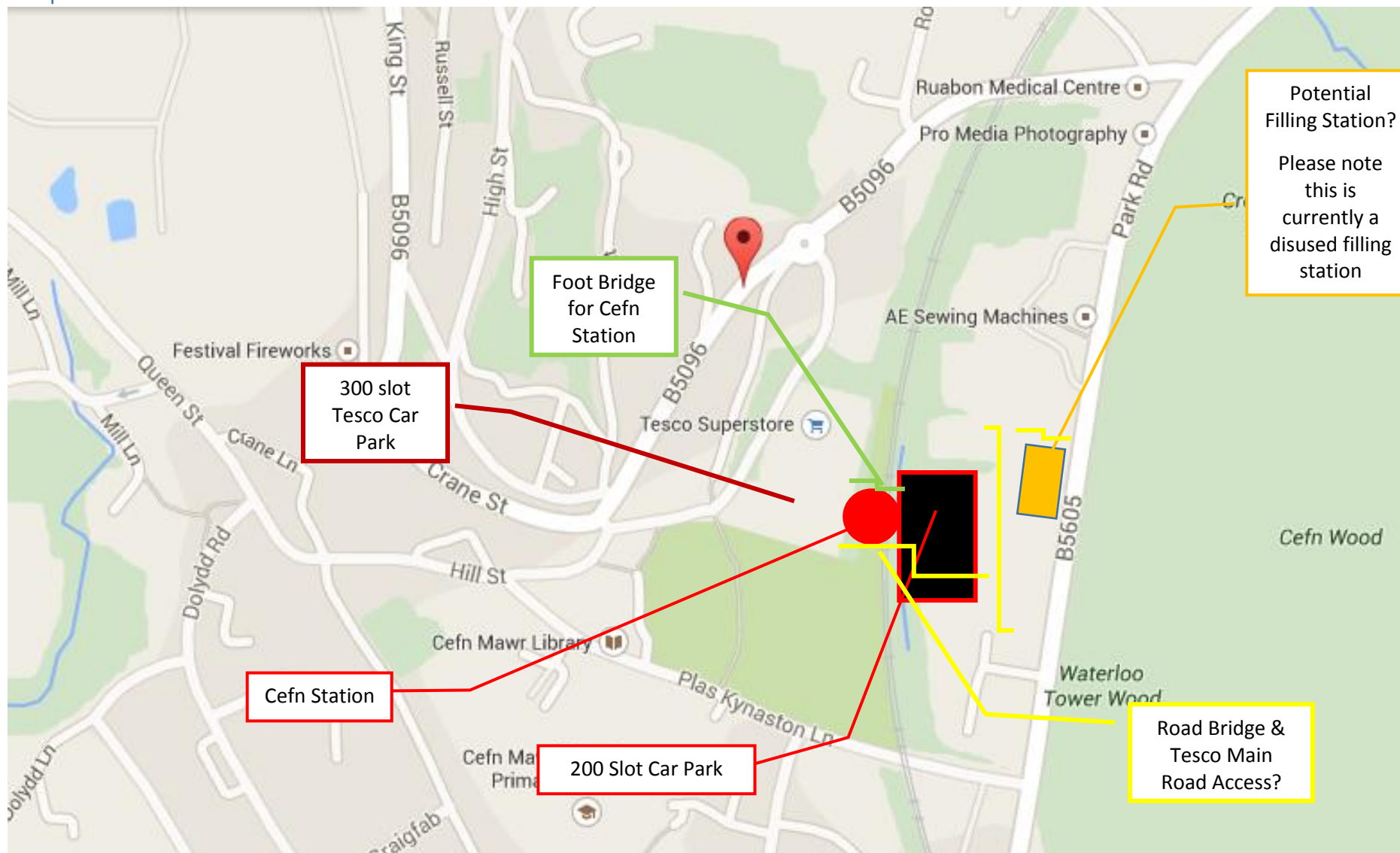
Rail.co.uk 10th May 2012

Rail Passenger Journeys across Great Britain Reach Record Levels According to Official Statistics Just Released and journeys between England and Wales increased by 6.7% reaching 8.5 million journeys which is the highest number recorded by ORR for such.....

<http://www.rail.co.uk/rail-news/2012/record-level-passanger-journeys/>

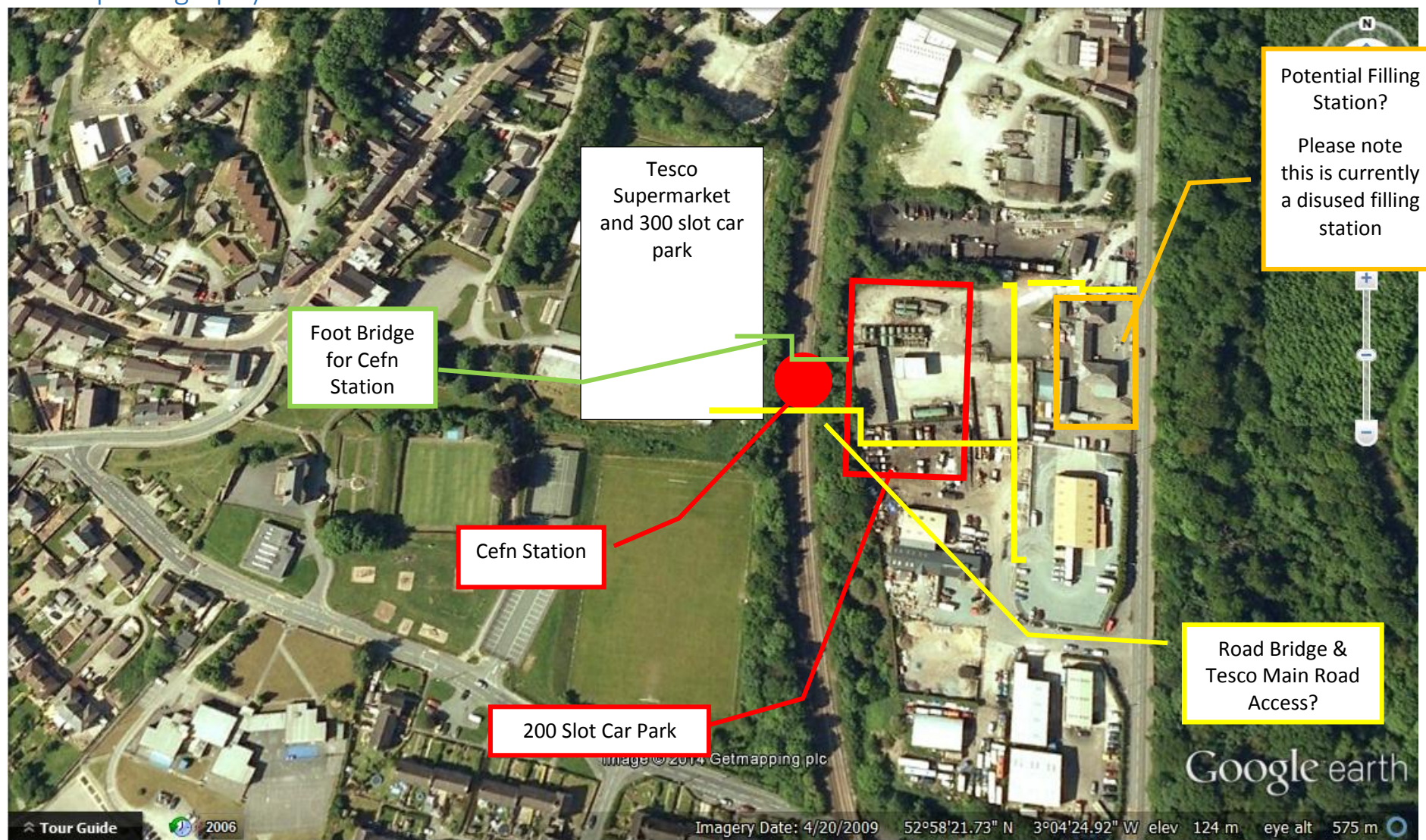
Cefn Railway Station Proposal

Map of area:



Cefn Railway Station Proposal

Aerial photography of area:



Cefn Railway Station Proposal

Pontcysyllte World Heritage Site

