

The Cefn, Cefn Mawr & WTS 2016

One Wales: Connecting the Nation – The Wales Transport Strategy and the Cefn & Cefn Mawr at the Centre of the Pontcysyllte World Heritage Site.



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Contents

Other Main Related Documents	5
Table of Figures.....	6
Forward for the Cefn & Cefn Mawr	9
Ken Skates	10
Leuan Wyn Jones AM.....	11
Chapter 1 Setting the Scene.....	12
Sustainable Development:	12
Social	12
Economic.....	13
Environmental.....	13
Greenhouse Gas Emissions from Transport.....	14
Making the Connections	15
Mainstreaming the Commitment to Equality	15
Sustainable Transport Themes	16
Achieving a more effective and efficient transport system.....	17
Achieving greater use of the more sustainable and healthy forms of travel	17
Minimising demands on the transport system	17
Chapter 2 – The starting point.....	18
Transport in Wales today.....	18
ROAD / RAIL Timings	20
Greenhouse Gas Emissions	21
Fuel Consumption	22
Personal Travel.....	23
Cycling	23
Walking	24
Road Transport	24
Traffic Growth.....	24
Bus and Coach Services.....	25
Community and Voluntary Transport	26
Rail.....	26
Rail freight.....	28
Ports	28

The Cefn, Cefn Mawr & WTS 2016

Air Transport	29
Regional, National and International Connectivity	30
Summary	30
Chapter 3 – What we want to achieve:	31
Social Outcomes.....	31
Outcome 1: Healthcare and Social Services.....	31
The Cefn & Cefn Mawr and Improved Healthcare Service	31
Outcome 2: Education, Training and Lifelong Learning	32
The Cefn & Cefn Mawr and Access to Further Education & Training	32
Outcome 3: Shopping and Leisure	33
Outcome 4: Healthy lifestyles.....	36
Walking & Cycling to work or education outside the Cefn & Cefn Mawr.....	36
Walking & Cycling and other Out Door Activity at the Cefn & Cefn Mawr.....	36
Outcome 5: Safety and Security of Travel	40
Safety & Security of Travel in the Cefn & Cefn Mawr.....	40
Outcome 6: Employment.....	45
Employment & Cefn Mawr	45
Economic outcomes.....	54
Outcome 7: Connectivity Nationally and Internationally	54
National Connectivity with the Cefn & Cefn Mawr - Roads.....	54
National Connectivity with the Cefn & Cefn Mawr – Inland Waterway	57
National Connectivity with the Cefn & Cefn Mawr – The Railways.....	58
Network Rail Welsh Route Study 2015	60
Network capacity enhancement between Wrexham General and Chester.....	60
Improved line speeds between Wrexham and Bidston.....	61
Commuting into Shrewsbury from the Cambrian Main Line	61
Shrewsbury Crewe Junction – Wrexham General Station Overview	61
Cheshire Halton Curve rail could fully re-open in 2018	62
Growth Track 360.....	63
One Integrated Network	65
The Critical Investments.....	65
Chester station capacity and environment enhancements – £50m	65
Station facilities upgrades – £20m	65
Line speed and frequency increase – £50m-£100m	65

The Cefn, Cefn Mawr & WTS 2016

Prepare for HS2 – £750m.....	66
Integrated and Smart ticketing strategy – £20m	66
The HS2 Question?.....	67
International Connectivity with the Cefn & Cefn Mawr – The Ports	68
International Connectivity with the Cefn & Cefn Mawr – The Air Ports.....	69
Outcome 8: Reliable transport system	71
The Cefn & Cefn Mawr, Efficient & Reliable Transport	71
Outcome 9: Freight	72
Cefn Mawr & Freight.....	72
Outcome 10: Visitor attractions, green spaces and the countryside	75
Improve sustainable access to key visitor attractions	75
Cefn Mawr & Access	75
3.4 Environmental outcomes.....	76
Outcome 11: Sustainability of the transport infrastructure & Materials	76
Reuse of Materials in Transport Infrastructure for the Cefn & Cefn Mawr.....	76
Outcome 12: Greenhouse Gas Emissions	82
The Cefn & Cefn Mawr and Greenhouse Gas Emissions	82
Outcome 13: Adapting to climate change	83
The Cefn & Cefn Mawr adapting to Climate Change	83
Outcome 14: Air pollution and other harmful emissions	84
The Cefn & Cefn Mawr, Air pollution and other harmful emissions	84
Outcome 15: The local environment	85
The Cefn & Cefn Mawr and the local environment	85
Chapter 16: Our heritage	88
The Cefn & Cefn Mawr Transport Heritage	88
Outcome 17: Biodiversity.....	92
The Cefn & Cefn Mawr & Improved biodiversity through improved transport	92
The Blue Green Concept	93
Chapter 4 – WAG Focusing our work & strategic priorities:.....	95
WAG strategic approach & priorities.....	95
WAG Reducing greenhouse gas emissions and other environmental impacts	95
WAG Key actions.....	96
WAG integrating local transport.....	97
WAG Key actions.....	98

The Cefn, Cefn Mawr & WTS 2016

WAG & improving access between key settlements and sites.....	98
WAG will improve links between settlements by:.....	99
WAG enhancing international connectivity	99
WAG Key actions	100
Chapter 5 – Delivering and monitoring.....	101
Delivery	101
National delivery	101
Regional delivery	101
National and regional delivery and the Wales Spatial Plan	102
WAG Resources.....	102
Rail in Wrexham	103
Governance of Rail in the UK and Wales	103
Future of Rail.....	104
Track Re-Doubling Wrexham and Chester	104
High Speed 2	104
Devolution of Rail in England	105
Halton Curve	105
Future Aspirations for Rail in Wrexham.....	105
Priorities for Future of Rail in Wrexham	106
WIMD 2008	106
Appeal for the Cefn & Cefn Mawr	107

Other Main Related Documents

- [The Cefn, Cefn Mawr & FGA 2015](#) (Future Generations Act)
- [The Cefn, Cefn Mawr & WSP 2016](#) (Wales Spatial Plan)
- [The Cefn, Cefn Mawr & PPW 2016](#) (Wales Planning Policy)
- [The Cefn, Cefn Mawr & WTS 2016](#) (Wales Transport Strategy)

Table of Figures

Figure 1 CO2 Emissions for Wales 2005.....	13
Figure 2 Key Environmental Challenges.....	15
Figure 3 Key Principles of the Wales Spatial Plan	16
Figure 4 Key Road, Rail, Port & Airport Infrastructure	19
Figure 5 London to Wales Road / Rail Times	20
Figure 6 West - East Road / Rail Times	20
Figure 7 North - South Road / Rail Times.....	21
Figure 8 Road Transport Emissions by vehicle type in Wales 2004	22
Figure 9 Road vehicles method of propulsion (thousands) WT Statistics 2006	22
Figure 10 Modal choice for journeys	23
Figure 11 Average distribution of car traffic flow for the UK by time of day 2005	24
Figure 12 Traffic Growth & GVA	25
Figure 13 Local bus service trends for Wales 1991-2006	26
Figure 14 Rail Patronage Index 1995 - 2004/05.....	27
Figure 15 Passenger figures for British Railways 1923 - 2013	27
Figure 16 Rail freight on the Cefn Viaduct & the Welsh Marches Line.....	28
Figure 17 Holyhead Passenger Ferry Port.....	28
Figure 18 Cardiff International Airport	29
Figure 19 Cefn Community Council & Proposed New Health Centre	32
Figure 20 Glyndwr University Wrexham.....	33
Figure 21 Cefn Square and the Ebenezer 2013.....	34
Figure 22 Crane Street Cefn Mawr in the early 1960's	35
Figure 23 Offa's Dyke & WBG, Cefn Mawr and the Aqueduct.....	37
Figure 24 Cefn Mawr to Llangollen Cycle Path	38
Figure 25 Jessop's Tramway and Penrycae	38
Figure 26 Plas Madoc Leisure Centre 2014.....	39
Figure 27 Cefn Albion Football Team 2016.....	39
Figure 28 Reads Yard and the Children's Play Area	40
Figure 29 Reads Yard and the Children's Play Area	41
Figure 30 B5434 & Station Road Trevor.....	41
Figure 31 Cysyllte Bridge repairs 2012.....	42
Figure 32 Cysyllte Bridge Damaged 2012	43
Figure 33 Cysyllte Bridge Repaired 2015	43
Figure 34 Crane Street Cefn Mawr 1890s.....	44
Figure 35 Farewell to an Iconic Skyline, Monsanto Demolition.	45
Figure 36 Air Products closure 2009.	46
Figure 37 GHA Coach Closure 2016	46
Figure 38 D Jones & Son bus company closure 2017.....	47
Figure 39 Appendix 4 - settlement Function and Development Potential	48
Figure 40 Rhosymedre Industrial Estate Map.....	49
Figure 41 Rhosymedre Industrial Estate Aerial photograph.....	50
Figure 42 The Welsh Government Strategy for Tourism 2013 - 2020.....	51
Figure 43 WBG & JT in Cefn Mawr.....	51

The Cefn, Cefn Mawr & WTS 2016

Figure 44 Plas Kynaston Canal & Marina	52
Figure 45 Cefn Railway Station	53
Figure 46 Dyfrbont Pontcysyllte Engine Plate.....	53
Figure 47 the A5 London to Holyhead Road	54
Figure 48 the A539 and the Eagles Junction	55
Figure 49 the A483 and the Halton Roundabout.....	55
Figure 50 Brown & White Tourist Information Signs.....	56
Figure 51 the Inland Waterway Network	57
Figure 52 National Rail Network for Wales.....	58
Figure 53 Northern Bell on the Cefn Viaduct.....	58
Figure 54 the Northern Bell & the Orient Express.....	59
Figure 55 Demand for Rail Services	60
Figure 56 Halton Curve in yellow	60
Figure 57 the former Wrexham Shropshire Service	61
Figure 58 Halton Curve No 54.....	62
Figure 59 Diverted Liverpool Lime Street London Service on Halton Curve 1970s	62
Figure 60 Growth Track 360.....	63
Figure 61 Wrexham to Chester service frequency forecast 2019 - 2043	66
Figure 62 the Irish Ferries	68
Figure 63 Liverpool.....	68
Figure 64 Liverpool Airport	69
Figure 65 Cardiff Airport	69
Figure 66 Manchester Airport.....	70
Figure 67 Birmingham Airport	70
Figure 68 Times to Airports.....	70
Figure 69 the A483 and traffic congestion.....	71
Figure 70 DIRFT	72
Figure 71 Tesco at DIRFT.....	73
Figure 72 Tesco Rail & Less CO2	73
Figure 73 Suitable Beam Type size of Crane for Freight Transfer.....	74
Figure 74 Suitable Mobile Crane for Freight Transfer	74
Figure 75 Pontcysyllte Aqueduct Context.....	75
Figure 76 Windborne Gate 2015.....	76
Figure 77 Jessop's Tramway 300mts.....	77
Figure 78 Stone Wall Repairs American Hill.....	77
Figure 79 Materials ready for Reuse.....	78
Figure 80 the Ebenezer on Cefn Square.....	78
Figure 81 Cefn Railway Station Cutting.....	79
Figure 82 Cefn Railway Station Line.....	79
Figure 83 the Scar of Cefn Mawr	81
Figure 84 Bridge over Plas Kynaston Canal.....	81
Figure 85 Children's Play Ground & Reads Yard Parking	84
Figure 86 First Sustain Wales Meeting in North East Wales.....	85
Figure 87 the Windborne Gateway Interchange	86
Figure 88 Greenfield why make it a car park?	87

The Cefn, Cefn Mawr & WTS 2016

Figure 89 Greenfield why make it a car park?	87
Figure 90 Jessop's Tramway 1803 in yellow	88
Figure 91 Crane Street Cefn Mawr joining Jessop's Tramway 1900	89
Figure 92 Crane Street Cefn Mawr joining Jessop's Tramway 2016	89
Figure 93 Cefn Station before closure in the 1960's.....	90
Figure 94 Simple Halt Station.....	90
Figure 95 The Townscape Heritage Initiative Cefn Mawr	91
Figure 96 The Ebenezer 2016.....	91
Figure 97 ex Monsanto Site at the rear of the Queens Hotel.....	92
Figure 98 Wales Spatial Plan Areas.....	102
Figure 99 Spatial Plan Regions and Regional Transport Consortia	102
Figure 100 Station Usage Statistics 2002/03 to 2012/13 data source ORR.....	104
Figure 102 Overall Index of Multiple Deprivation 2008	106
Figure 101 The Holly Bush Inn Cefn Mawr.....	107

Forward for the Cefn & Cefn Mawr

The WTS, the Wales Transport Strategy as this document is based on was published in 2008. This preceded the closure of the only two main employers of the Cefn & Cefn Mawr, Air products and the ex-Monsanto Chemical Works. The closure of these two major works has left our community in post-industrial depression with the highest unemployment in the County of Wrexham and North East Wales. Our community represents the second largest community in the County of Wrexham. The social and domestic housing mix includes areas of multiple deprivation and other areas not far behind. If the current trend is not halted and our economy turned around onto a sustainable basis more areas within our community will devolve into the top 10% of the WIMD.

The Cefn & Cefn Mawr a Rural / Urban community for the purpose of this document includes all the surrounding villages at the central section of the WHS. These are Cefn Bychan, New Bridge, Pentre, Plas Madoc, Acrefair, Trevor, Garth, Rhosymedre, Froncysyllte, Cysyllte and Cefn Mawr.

The population for our area in excess of 8000 represents the largest community in the WHS corridor exceeding that of both Chirk and Llangollen combined, and yet we hardly feature on the tourist map. This is largely due our recent industrial past, where Cefn Mawr was once known as “Smelly Town” after the Hydrogen Sulphide (H₂S) releases from the former Monsanto Chemical Works which made the place stink. However those days have gone along with all the jobs and income that the plants once to provided and unfortunately they are not coming back, so it is time to move on.

Fortunately the Cefn & Cefn Mawr and the aqueduct is at the centre of the Pontcysyllte World Heritage Site and on the door step of the Dee Valley ANOB, which if managed correctly can set our community on the road to true Sustainable Tourism Development whilst protecting and significantly improving our environment.

Furthermore The Cefn & Cefn Mawr is at a convergence of Road, Rail and Canal, the A483, A5, A539, the Chester to Shrewsbury Railway Line and the Llangollen Canal. This multi modal transport can be harnessed to establish The Cefn & Cefn Mawr as a Tourist Destination & Transport Hub in its own right for the Pontcysyllte World Heritage Site, Dee Valley and South Wrexham. This unique combination is then further supplemented by the long distance foot path, Offa’s Dyke and Sustrans Cycle routes.

All the proposals made in this document and supporting documents by the PKC Group will benefit all in the central section of the WHS and are written to remove and prevent exclusion and isolation so promoting a cohesive community. True Sustainable Tourism Development of the WHS during the course of the LDP2 (by WCBC) through to 2028 and beyond will benefit all of us, our children and grandchildren and what we promote is a practical application of the Future Generations Act 2015 in every sense. Therefore developing and linking into the different transport systems available at the Cefn & Cefn Mawr is key to enabling and ensuring Sustainable Development of both our community and the World Heritage Site and it is this very revival and regeneration of our transport systems in our community that gives rise to the name of our campaign, “Back to the Future for Cefn Mawr”.



Ken Skates

Cabinet Secretary for Economy and Infrastructure

I agree strongly with the people behind these plans that our community of Cefn Mawr, which boasts a proud history, can have an even brighter future and become a leading example of sustainable tourism and economic development at the centre

of the Pontcysyllte Aqueduct World Heritage Site.

This area has a huge amount to offer, and – as local Assembly Member – I believe that by implementing some of the ideas included in this document, which this dedicated team is confident are all feasible, we can transform Cefn and Cefn Mawr into a tourist destination and transport hub for the Dee Valley and the south of Wrexham county borough.

These plans could also dovetail with the Welsh Government's on-going tourism projects – which are already paying dividends, with record figures this year – and our ambitious plans to revolutionise regional transport with an integrated network across North Wales.

Before the Assembly election in May, we pledged to create a new transport system to improve links throughout North Wales and across the English border. Our North Wales Metro will link up the rail network with buses, upgrade stations and introduce a combined ticket scheme for all public transport, with several key hubs throughout Clwyd South to better connect people here to communities, jobs and services. This will include faster, more frequent trains to and from major employment centres and airports, better stations and upgraded carriages and a more reliable bus network and improved road capacity through huge investment in the A483 and A55.

The 'Back to the future for Cefn Mawr' campaign also closely supports my keen interests in eliminating poverty and improvements in and upgrading of skills training, environmental protection, mental health, sport and fitness and social inclusion.

Tourism is key for our national and local economy and I believe community-lead projects like this – with local people driving them – can reap huge rewards. Tourism can lead the drive for long-term economic growth and create additional employment opportunities. Wales can – and does – compete with the best in the world when it comes to tourism and Cefn and Cefn Mawr can thrive too.

Together we can deliver a more prosperous, cohesive community, and I look forward to helping put Cefn at the forefront of the area's regeneration in the years to come.

www.kenskates.co.uk



[Leuan Wyn Jones AM](#)

For the first time we have the powers to produce our own vision of what we want transport to be. Our vision is of a strong and confident nation, with efficient, reliable and sustainable links between the north, south, east and west.

We face similar problems to many other countries – how to ensure a proper balance between protecting our environment and improving our economic performance. We can introduce innovative solutions to ensure that there should be no conflict between the two. We also have to accept that a more mobile lifestyle increases the demand on our transport system, and this demand is currently being met largely by the increased use of cars. Transport needs to play its part in reducing CO2 emissions and reducing car dependency is a key part of meeting our targets. This will call for better quality and more reliable public transport and better integration between the modes.

We also have our own unique challenges and opportunities. For example, the mountains, valleys and long coast, which are some of our main attractions, can also provide challenges to providing swift road and rail links. We will use our new powers to develop Welsh solutions, including the development of models for sustainable travel in towns across the nation that can be replicated in our larger cities, swifter rail services between north and south Wales, and by developing the TrawsCambria long distance bus service to ensure all areas of Wales not well served by rail have access to high quality public transport.

It sets out how we intend to achieve our social, economic and environmental outcomes, and reflects a wide range of responses to the earlier consultation. We also set out the five key areas where we need to make substantial progress. These are:

- Reducing greenhouse gas emissions and other environmental impacts;
- Improving public transport and better integration between modes;
- Improving links and access between key settlements and sites across Wales and strategically important all-Wales links;
- Enhancing international connectivity; and
- Increasing safety and security.

Moving from vision to delivery will need continued co-operation between the Welsh Assembly Government and its partners in local government, business and industry and the operators of transport services. We will also need to work with the people of Wales if we are to improve the overall quality of life and opportunities without damaging the environment that we all value.

I look forward to working with you to make our transport system one we can all be proud of.

Chapter 1 Setting the Scene

Sustainable Development:

The Welsh Assembly Government is committed to developing a sustainable future for Wales. We are determined to secure positive change, ensuring cohesive interaction of social, economic and environmental improvements. This means working to five shared principles:

- Promote good governance
- Use sound science responsibly
- Ensure a strong, healthy and just society
- Work to achieve a sustainable economy
- Live within environmental limits.

Transport policy can contribute to a sustainable future by helping to promote healthy living and supporting a strong and prosperous economy. It can also support efforts to tackle inequality arising from issues of race, age, gender and disability, as well as helping tackle poverty, lack of opportunity and social injustice.

Social

Transport plays a central role in our daily lives. Its availability and accessibility influence where people live and work, their leisure options, and their opportunities to interact with friends, family and the wider community. Good access to public transport is essential to increase the life chances of the most disadvantaged and people living in deprived communities. Ensuring sustainable access – especially by public transport, walking and cycling – is an integral element of planning new services and facilities.

- Helping more people into jobs and creating better jobs and skills
- Improving the transport system to increase access to jobs or education.
- Improving health
- Improving access to health services and to healthy leisure opportunities.
- Increasing use of healthier and more sustainable modes of travel, such as walking and cycling.
- Reducing air and noise pollution from transport.
- Developing strong and safe communities
- Improving access to arts, music, theatre and cultural activities.
- Ensuring that transport schemes help strengthen communities and make a positive impact on local environments.
- Considering transport implications when locating services and facilities required by vibrant communities.

Economic

Transport supports the economy by connecting businesses with suppliers and customers, and enabling people to travel to work. It is critical for both manufacturing and service based businesses, although their needs vary. Congestion costs businesses many millions of pounds a year – and improved transport, especially its reliability, is cited consistently by Welsh businesses as one of their top priorities. An efficient and effective transport system helps increase the number of people wanting to live, work and spend leisure time in Wales, which in turn builds strong and vibrant local economies. Effective movement of freight also makes Wales an attractive place to do business. Freight logistics accounts for some six per cent of employment in Wales and the industry contributes approximately £2.5 billion to the Welsh economy, making it a vital part of wealth creation. Improved access to education and employment also contributes to our country's long-term prosperity. Poor access is one of the major barriers facing the jobless – particularly in the Valleys and rural parts of Wales.

The segregation of Cefn Mawr from the World Heritage Site that it lies at the centre of must end.

Environmental

We are committed to working for a sustainable future and tackling the threat of climate change. Connecting the nation recognises that climate change has profound implications for the economy and for the wellbeing of people in Wales and across the world. Rising concentrations of greenhouse gases are recognised to be causing global climate change. Transport, through the use of fossil fuels, is one of several key activities that produce greenhouse gases, and accounted for around 16 per cent of CO₂ emissions in Wales.

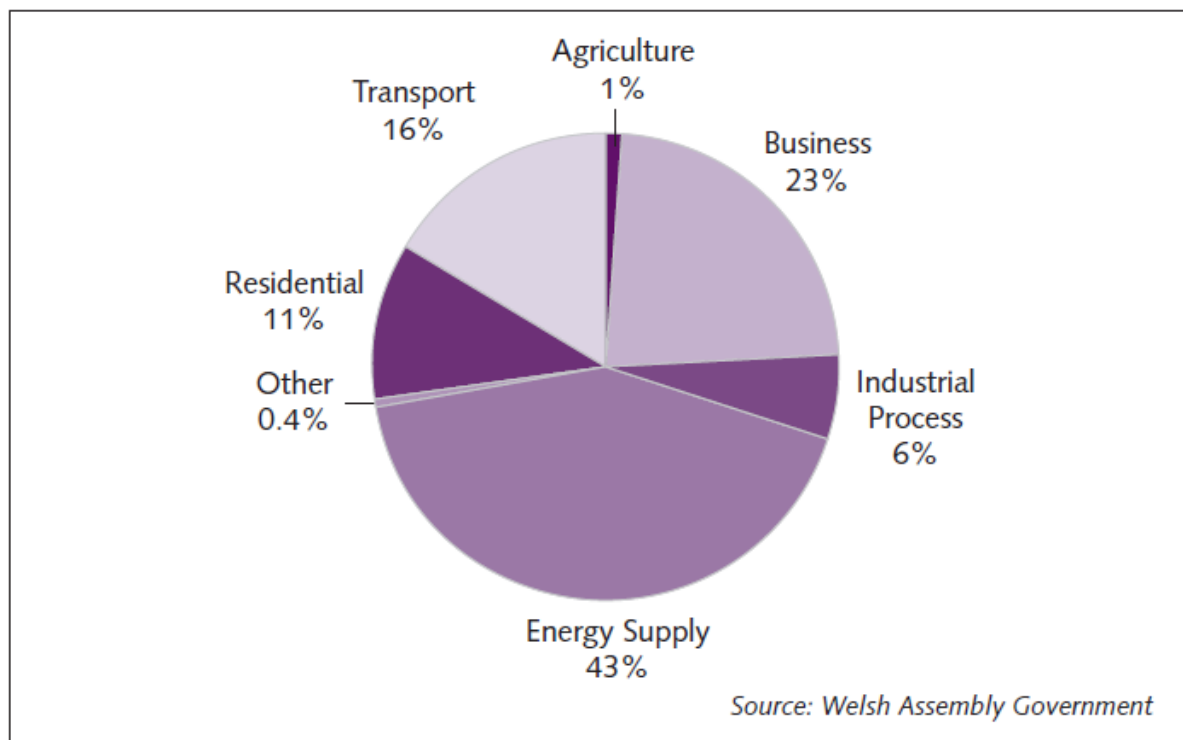


Figure 1 CO₂ Emissions for Wales 2005

Greenhouse Gas Emissions from Transport

Greenhouse gas emissions from transport consist primarily of carbon dioxide (CO₂), nitrous oxide and methane, which are emitted directly from the use of fossil fuels. Of these, CO₂ is the main constituent. CO₂ emissions from road transport have steadily increased since 1990, and depending on the forecasting method used, look set to continue to grow. Emissions of other pollutants such as Nitrogen Oxides (NO_x) and particulates (PM₁₀) are 58 per cent and 44 per cent lower.

One Wales commits the Welsh Assembly Government to achieving annual three per cent carbon-equivalent reductions in areas of devolved competence by 2011 and to setting a specific reduction target for transport. The Welsh Assembly Government has also committed itself to contributing to the UK's achievement of the Kyoto target and wider UK Government goals on CO₂ emissions.

The Climate Change Bill, which proposes to put the UK Government target of a 60 per cent reduction in CO₂ emissions by 2050 on a statutory basis and establish five-year 'carbon budgets', will also inform how greenhouse gas emissions are tackled in Wales.

Reducing emissions from the transport sector is a key element of connecting the nation. However, mobility is a significant driver of economic growth and social wellbeing. So, given the growing demand for transport, the reduction of emissions poses a particular challenge.

There is no single solution for achieving reductions from transport. As the King Review 3 highlights, emissions can be reduced through the use of technologies that are already available, and by making some smart choices, as individuals, about what, when and how to drive. We have identified four key variables through which we can influence CO₂ levels:

- The number of trips and distance travelled.
- The mode of travel chosen.
- The fossil fuel content of fuel consumed.
- The fuel efficiency of vehicles.

The Welsh Assembly Government recognises that it is imperative to act now to tackle greenhouse gas emissions. We will immediately prioritise actions that reduce the number of trips taken or distance travelled – such as ensuring that new developments take transport implications into account. We will also prioritise actions that influence the mode of travel chosen to make greater use of the more sustainable modes of transport and with a focus on transport availability a significant number of car trips can be replaced by walking, cycling or public transport. Further work will be undertaken to establish how different sectors can contribute to reduction targets.

The Cefn & Cefn Mawr at the centre of the Pontcysyllte World Heritage Site and Corridor can make a substantial contribution to this for our area through a program of Sustainable Tourism Development. This will lead to the Cefn & Cefn Mawr becoming a Tourist Destination and Transport Hub for the Pontcysyllte WHS, Dee Valley and South Wrexham. This will then promote through practical application a core concept of moving people from the private transport (cars) to public transport and more environmentally acceptable forms of transport, such as walking, cycling, and canoeing, and even horse drawn hackney carriages.

Key challenge Identified in Environment Strategy	Connecting the nation aims to:
Climate change	Reduce the contribution of transport to greenhouse gas emissions. Adapt to the impacts of climate change.
Environmental hazards	Reduce the contribution of transport to air pollution and other harmful pollutant emissions.
Degraded ecosystems	Reduce the negative impacts of transport on biodiversity and increase the positive impacts.
Loss of biodiversity	
Loss of landscape and heritage quality and distinctiveness	Reduce the negative impacts of transport on our heritage – landscape, townscape, historical environment and Wales' distinctiveness.
Poor quality local environments	Reduce the negative impact of transport on the local environment, including noise pollution.
Unsustainable resource use	Increase the use of more sustainable materials in the maintenance of Wales' transport assets and in the design and construction of new transport infrastructure.

Figure 2 Key Environmental Challenges

Making the Connections

Making the Connections and Delivering Better Services in Wales focuses on improving public services, making them more responsive, efficient and accessible to people. The aim is for organisations to work more closely together to provide the best services and for **communities to be more actively involved in making decisions that shape their future**. Connecting the nation has been developed with this aim at its heart.

Mainstreaming the Commitment to Equality

The Welsh Assembly Government is committed to mainstreaming equality, which is about respecting and integrating diversity and equality of opportunity into everything that it does. Connecting the nation will contribute to achieving the Welsh Assembly Government equality goal, through improving equality of access to transport and how people can access sites, services and facilities. Connecting the nation also emphasises the importance of planning, particularly during the development of new sites, facilities and services, where accessibility should be a core consideration.

The way in which transport is developed should take into account the different needs of a diverse range of users and enable greater social inclusion through improved accessibility. Many individuals, communities and groups are disadvantaged by the current system. Connecting the nation sets out the high-level, long-term outcomes that will address access and accessibility issues.

The barriers to access experienced by different individuals are due to a complex interaction of different factors, which emphasises the need and importance of engaging users and communities during the development/planning process.

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Engagement with different groups during the development of Connecting the nation has highlighted a series of common, high-level issues:

- The importance of continued engagement with the wider community.
- The issues around the comparative costs of different modes of travel.
- The need for joined-up service provision that reflects the needs of users.
- The need to improve actual and perceived safety and security of the transport system.
- The importance of getting street design right.

Wales Spatial Plan principle	Connecting the nation can:
Building sustainable communities	<ul style="list-style-type: none"> ■ Contribute to the viability and vibrancy of communities. ■ Contribute to the sustainable solution to the challenges around deprivation that contribute to the inequalities between communities.
Promoting sustainable economies	<ul style="list-style-type: none"> ■ Support economic growth while being sustainable. ■ Improve the reliability and efficiency of the transport network in order to strengthen the links between businesses, customers and suppliers. ■ Link centres for innovation across Wales to wider markets.
Valuing our environment	<ul style="list-style-type: none"> ■ Reduce its contribution to greenhouse gas emissions. ■ Preserve and enhance both the natural and built environment.
Achieving sustainable accessibility	<ul style="list-style-type: none"> ■ Balance the social, economic and environmental impacts of travel while enhancing accessibility. ■ Tackle the challenge of benefiting from larger networked regions while reducing the negative impacts of travel.
Respecting distinctiveness	<ul style="list-style-type: none"> ■ Preserve and enhance those features that make Wales and its regions distinctive when seeking to enhance future economic competitiveness and social and environmental well-being. ■ Help to sustain a cohesive identity for the country at the same time as recognising and valuing local and regional distinctiveness, including the Welsh language and different historical characteristics.

Figure 3 Key Principles of the Wales Spatial Plan

Sustainable Transport Themes

Connecting the nation can make its greatest contribution to the Welsh Assembly Government's commitments by dealing with the impacts of transport on society, the economy and the environment. The relationship between these factors is complex and there are sometimes conflicts between the underlying objectives.

Achieving a more effective and efficient transport system

Present methods of travel in Wales place significant demands on the transport system and in some cases demand exceeds capacity. Improved effectiveness and efficiency will mean a reliable transport system – one that helps provide the best service, equal access and best value for money for people and businesses.

Achieving greater use of the more sustainable and healthy forms of travel

At present the dominant mode of travel across Wales is the private car. For some people, in rural areas in particular, the car is often the only realistic mode of travel. However, promoting greater use of the more sustainable and healthy modes of travel (walking, cycling and public transport), which include making them a more attractive option, will help reduce environmental impacts, improve health and well-being, and enhance opportunities for all.

Minimising demands on the transport system

To avoid future access problems, it is vital to consider sustainable accessibility early in the planning process. New developments should, wherever possible, be located at sites already well served by walking, cycling and public transport links, or where such services are provided up front as part of the development. Existing demands on the transport system reflect the locations of homes, employment, shops and leisure facilities. We aim to reduce those demands, for example by encouraging home-working, flexible working hours, and tele-conferencing as well as full integration of sustainable modes of transport into developments.

The Cefn & Cefn Mawr is an ideal example of where this could be implemented restoring the community to a primary retail and business centre for South Wrexham with good local transport links. After all this is exactly what the community was before the age of the motor car. Furthermore the effort should be towards (as WPP states) using the traditional shopping centres rather than building more satellite retail parks that come at the expense of our local enterprise. Most town centres up and down the UK are now testimony to the problems caused over the past 30-40 years that sponsor outside investment at the cost of local people.

Sponsoring a local economy where people work for each other rather than large multinationals helps to develop a circular financial base that is more vibrant and viable in the long run. Furthermore it allows the development of individualism and identity rather than just trying to flog the same brand, as everywhere else on the planet.

Distinctiveness can help with the tourism sector of our community and is where Cefn Mawr has a lead at present, the majority of our shops are still in private hands and helping them to continue and prosper would be a very good idea.

Chapter 2 – The starting point

Wales has a transport system that reflects our country's distinctive geography and history, with people travelling for a wide range of purposes. Today, the car is the dominant mode of travel, accounting for most journeys, traffic and fuel consumption. At the end of the twentieth century, public transport was in decline but now shows signs of recovery. Use of the railway network continues to increase, with demand outstripping supply in some areas. Walking and cycling account for only a small proportion of distance travelled, but have significant potential for increasing sustainable travel and improving people's health.

Transport in Wales today

The transport system has evolved over time, originally to take agricultural products to market, and later to move the products of industry to customers. Today we need a transport system that can move freight as well as connect people with services, employment and recreation facilities.

The geography and history of Wales have shaped the transport system of today. The range of mountains and hills that extend from Snowdonia to the Brecon Beacons, and the location of the coal fields, have exerted a dominant influence on the growth of Wales.

North-east Wales has an industrial base with strong cross border links into Cheshire and the Liverpool area with good east-west road access such as at Cefn Mawr with the A539 and A5. The decline of mining and heavy industry has created a greater need for people to travel away from their communities to find work.

The railway network is experiencing significant levels of commuter patronage all over Wales, especially around larger towns and cities, and in some cases demand exceeds supply. Train operators facilitate predominantly east-west services in the north and south of Wales, with the Heart of Wales line and the Cambrian line serving mid-Wales.

North-south rail travel is routed along the Marches line, through Cefn Mawr which lies partly in Wales and partly in England. However the dominant mode of travel in Wales is currently provided by the private car. Local public transport is provided by buses and coaches – for the most part by private sector companies, although three municipally owned bus companies continue to operate.

Despite a historic decline in bus and coach travel, there are signs that patronage is starting to increase. Unfortunately the potential benefits, walking and cycling remain considerably underused by many people and in recent decades there has been an increasing trend towards centralisation of service provision and a reduction in locally-provided facilities, such as post offices, which can particularly affect rural communities. This creates a dual need to improve access to services in urban areas whilst safeguarding access in rural areas, especially in areas distant from larger towns and cities. People living in rural areas spend a higher percentage of their income on transport than those in urban areas.

The Cefn, Cefn Mawr & WTS 2016

Combined with our distinctive geography, these factors have meant difficulty for travel between north and south Wales, and between rural communities and the larger urban areas. Our country's terrain and sparsity of population have posed a particular challenge for the provision of cost effective public transport services. This is reflected in higher levels of car ownership in rural areas.

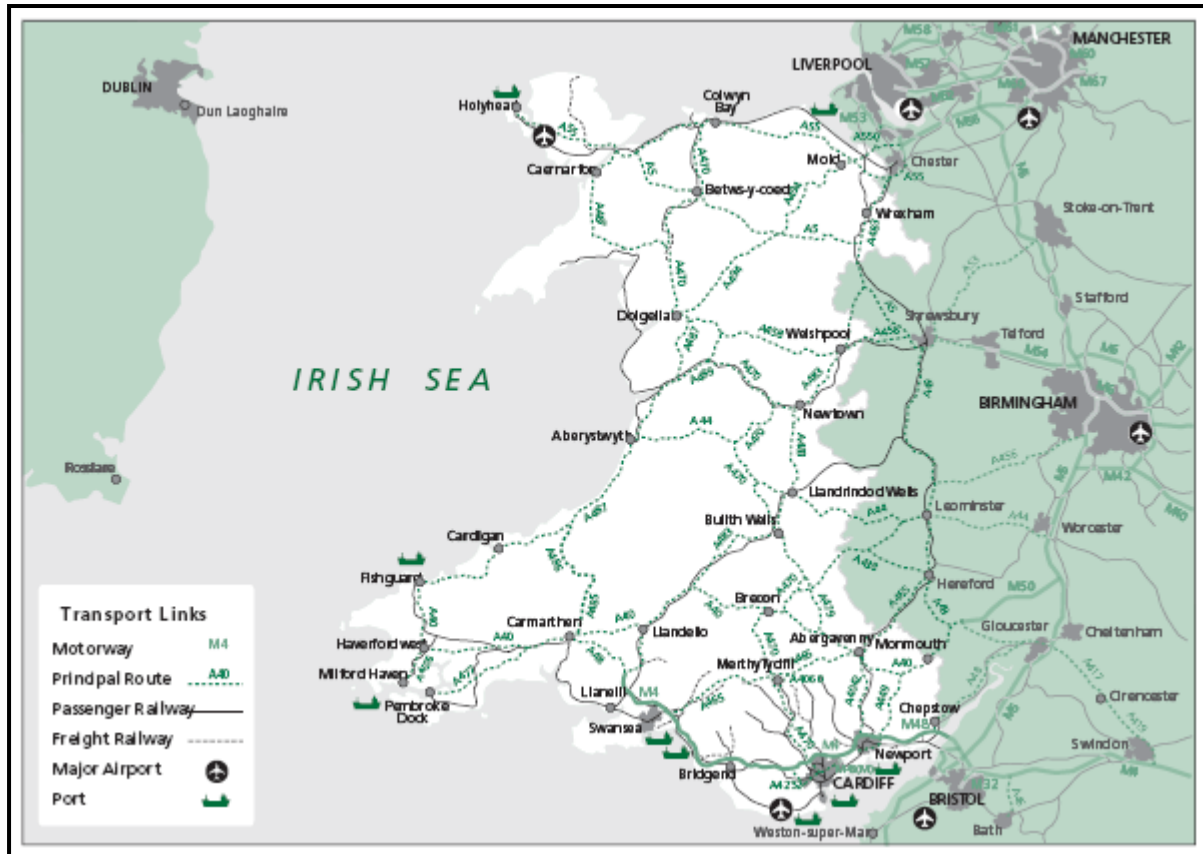


Figure 4 Key Road, Rail, Port & Airport Infrastructure

There are relatively few airports in Wales. Cardiff International Airport serves much of south Wales, although passengers travelling to and from Wales make extensive use of airports across the border. The intra-Wales air service, connecting north-west and south Wales, has drastically reduced travel times for some people compared with other modes of travel.

ROAD / RAIL Timings

The following graphs show Road / Rail journey times and the extended line for road transport is to allow for traffic jams etc. which we are all familiar with. What is not shown in the first graph is the Wrexham to London times which come in at a very respectable 3 hours even though trains have to run north through Chester to access the Main West Coast Line, MWCL.

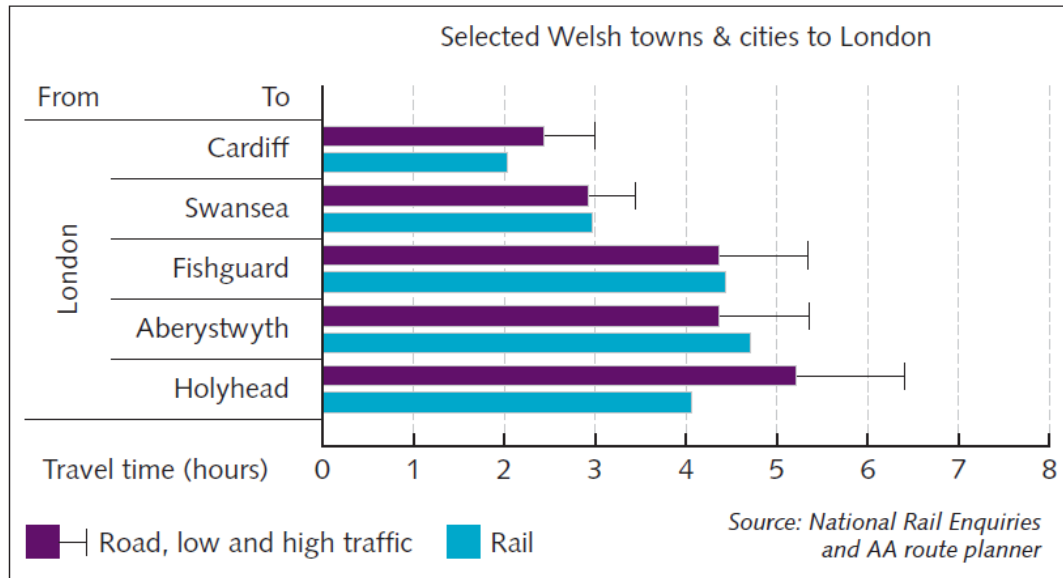


Figure 5 London to Wales Road / Rail Times

It can be seen that the train times are equal to or less than the time taken to drive in many cases, and the big advantage of the train, is you can sleep on it, try that in a car! And if anyone seriously wants to say they can drive from Cefn Mawr to London in the same time as the train they will not be holding a licence for very long, aside from the road safety issues.

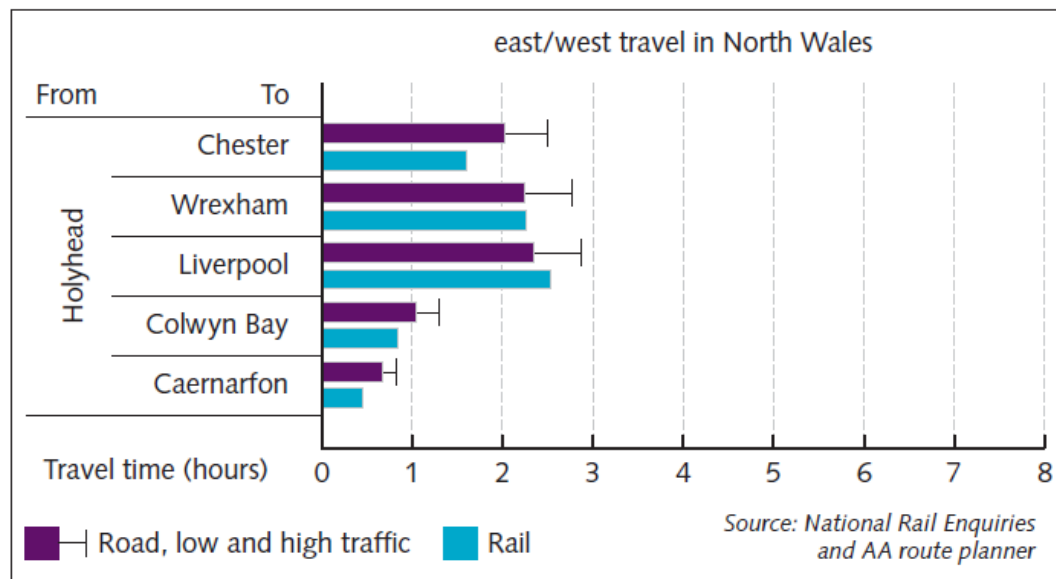


Figure 6 West - East Road / Rail Times

Again East West times are good for Wrexham showing the central location with good road and rail infrastructure which the Cefn & Cefn Mawr needs access to.

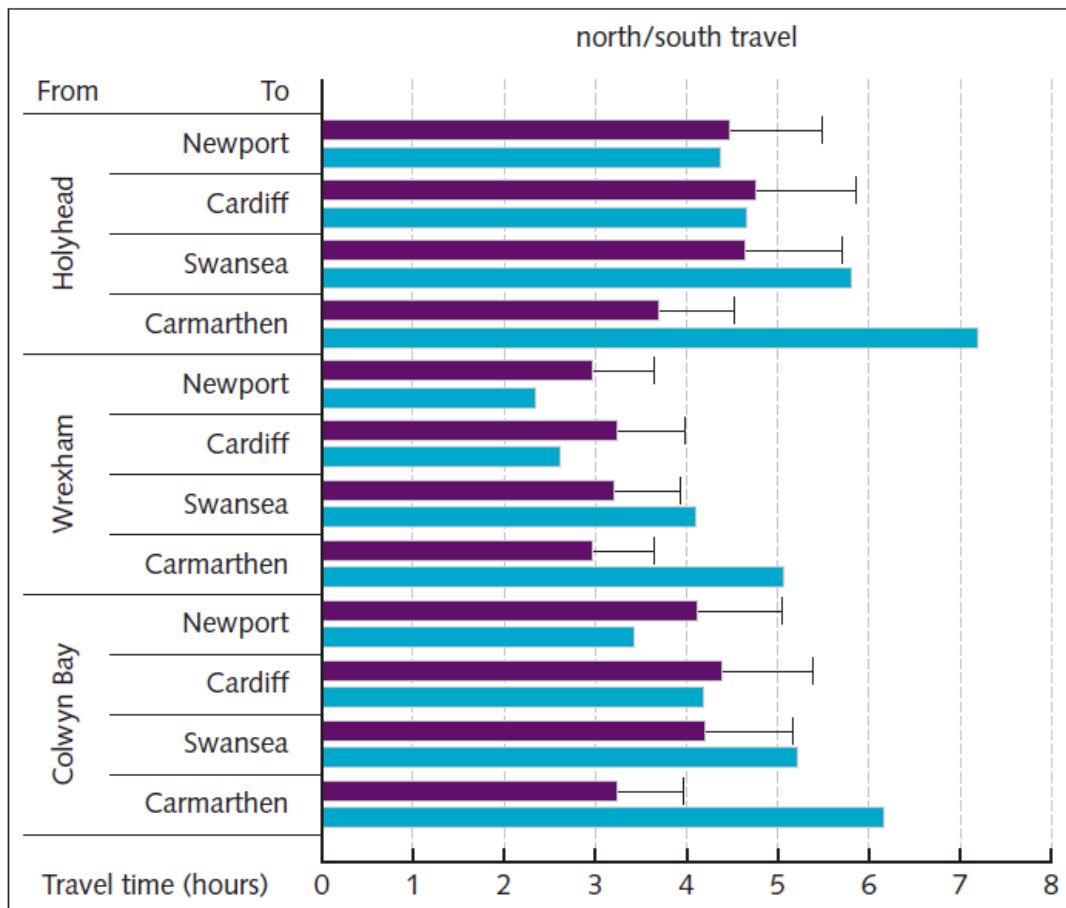


Figure 7 North - South Road / Rail Times

The above examples show that our line the Chester to Shrewsbury or Marchers Line has good connection and can compete effectively with road travel times. What is not apparent from the above graphs is the inconvenient access to it which results in a lot of people not using trains and adding to the traffic congestion on the A483 by driving their cars. The solution to this would be a railway station next to Tesco in Cefn Mawr which will be very successful.

Greenhouse Gas Emissions

Transport accounts for around 14 per cent of greenhouse gas emissions in Wales. Of this, road transport is the greatest contributor, with more than 90 per cent of emissions. Welsh road transport contributes some five per cent of UK road transport's CO2 output, which is consistent with the population of Wales (4.9 per cent of the UK population). Within road transport, cars contribute nearly two thirds of emissions, with much of the remaining share made up of emissions from goods vehicles (HGVs) and light goods vehicles (LGVs). When compared by kilometres travelled, goods vehicles produce emissions at a significantly higher rate than cars.

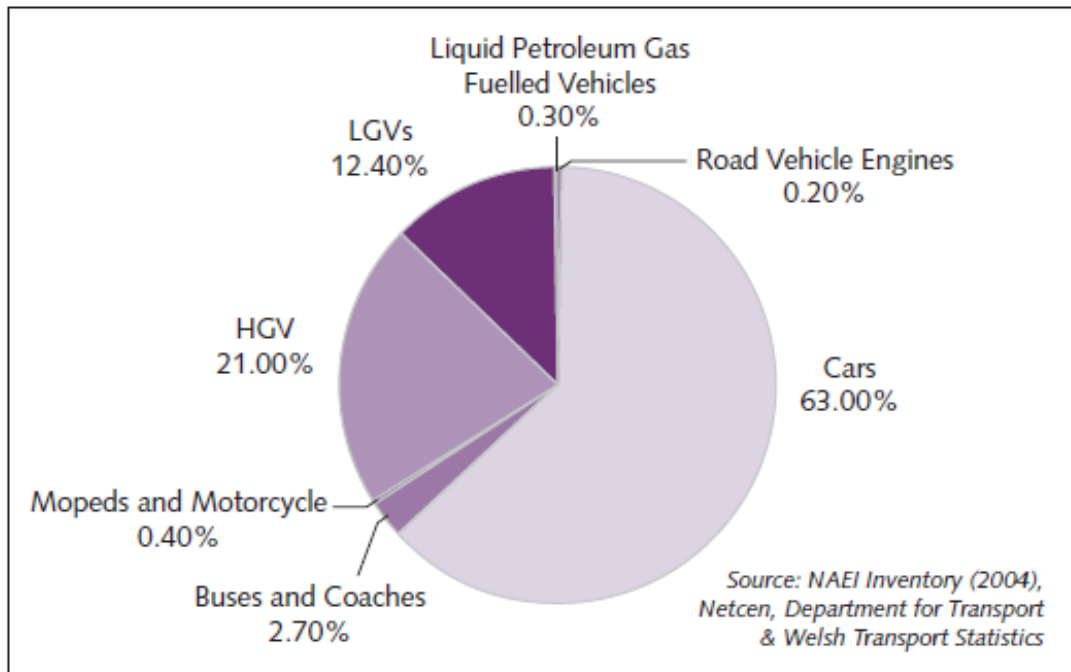


Figure 8 Road Transport Emissions by vehicle type in Wales 2004

Fuel Consumption

Most road vehicles in Wales run on petrol, although the number of vehicles using other fuels (including diesel, gas/petrol and alternatives) has increased since 1998 (Figure 9). Actual consumption of the main forms of fuel (petrol and diesel) totalled 1.96 million tonnes in 2004, with goods vehicles and light vans using more fuel per volume of traffic than buses, cars and motorcycles.

Method of propulsion	1998	2004
Petrol	1,031.9	1,132.5
Diesel	301.9	481.5
Electric	0.4	0.3
Gas/Petrol	0.3	1.5
Other (inc gas, natural gas and steam)	0.1	1.1

Figure 9 Road vehicles method of propulsion (thousands) WT Statistics 2006

The Renewable Transport Fuel Obligation will require five per cent of fuel sold on UK forecourts to come from a renewable source by 2010, implying a significantly enhance role for bio fuels. While this switch may produce significant carbon saving – up to 50 percent compared to fossil fuels – there are important factors to be considered, such as the energy required for cultivation, harvesting, processing and transportation.

Personal Travel

On average, people make about 1,000 journeys a year for a variety of reasons. The average distance travelled per person in 2004/05 was close to 12,231 km, compared to just over 11,265 km in 1995/97. Although the distance travelled per person has increased, the number of journeys has changed very little, suggesting that people are tending to make longer journeys and most likely in the case of our community, to find work as of 2016.

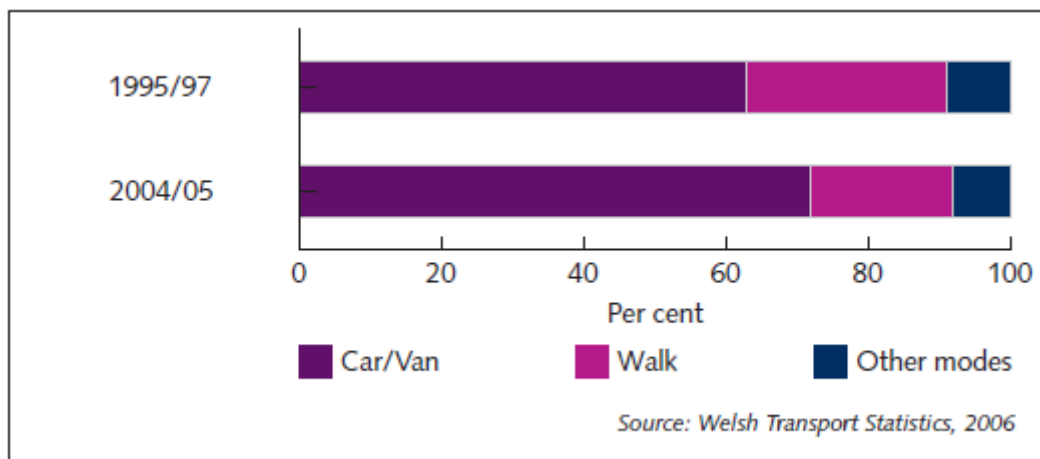


Figure 10 Modal choice for journeys

For both of these, the dominant mode of travel is the private car, particularly for travel to work. About 20 per cent of the average number of journeys made per person per year are made commuting to and from work, although these tend to cover longer distances. The number of people using a car for the school run has been increasing and on average (2005), about 10 per cent of the journeys made per person per year are made on these trips.

Cycling

Around half of all households in Wales own at least one bicycle, up from around a third of all households in 1995. However, the number of people using bicycles regularly is small compared with motorised modes of transport. The main reason for using bicycles is for exercise or pleasure, followed by travel to a leisure facility or travel to work. Bicycle use in Wales is broadly in line with that of the UK as a whole. Between 1995/97 and 2005, the number of trips per person per year by bicycle fell from 18 to 14, with a corresponding reduction in distance travelled by bicycle. This decline appears to be explained by a combination of perceived road danger and air pollution, both associated with increased congestion. In 2007-08, the Welsh Assembly Government made available £2 million (Transport Grant) to support a range of local authority projects that will secure much needed investment to improve the cycling infrastructure in Wales. Significant investments have been made in support of improvements at the trunk road interfaces with the National Cycle Network and, also, in providing sections of segregated cycleway next to the A55 in north Wales and the A40 in west Wales.

Walking

The number of times people walk and the distance walked have both declined in recent years, while remaining important for short distances. It is an especially important mode for women, with 15 per cent walking to work in 2006 compared with seven per cent of males.

Road Transport

There were 1.7 million licensed vehicles in Wales in 2005, over three-quarters of which were cars (an increase of three per cent from 2004), together with 45,000 licensed motorcycles, scooters and mopeds. The average age of cars and goods vehicles is around seven years, while for public transport vehicles it is around nine and a half years.

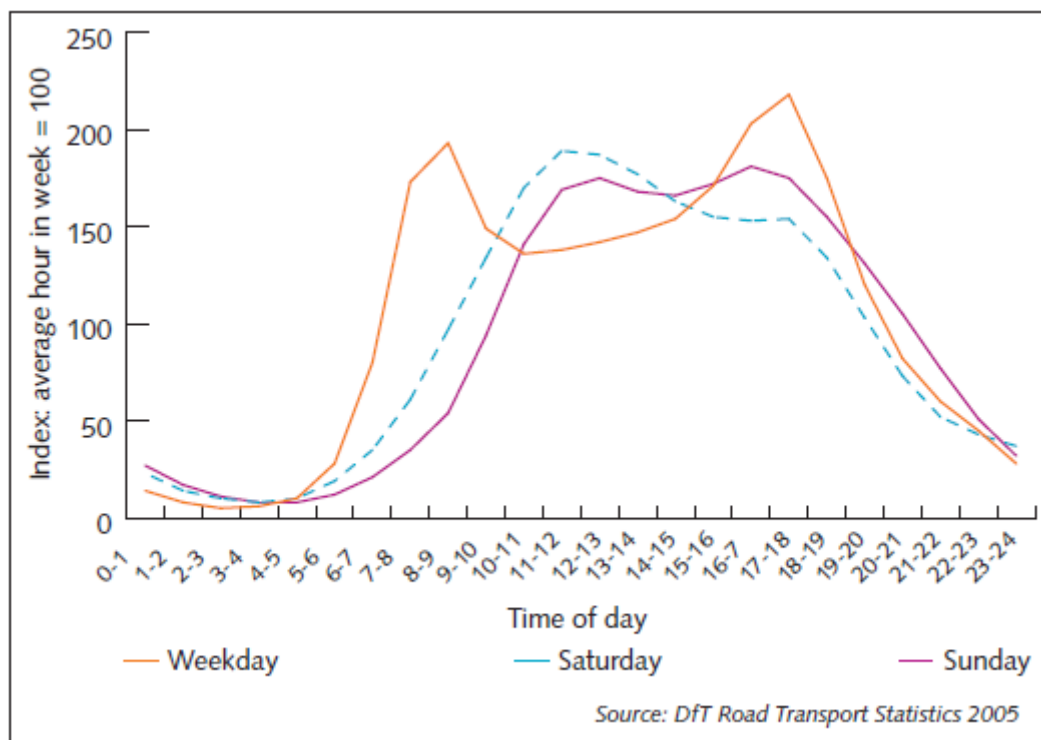


Figure 11 Average distribution of car traffic flow for the UK by time of day 2005

Traffic Growth

The trunk road network carries around one third of all road traffic in Wales. In recent years the growth of traffic on trunk roads has started to slow down, while remaining on the upper side of the 1997 National Road Traffic Forecast over the last decade, broadly reflecting economic growth trends. The rest of the traffic (two thirds) is carried on non-trunk roads. Historically, economic growth and traffic growth have been closely linked. This reflects both the increased need to move goods and services over longer distances as businesses and markets grow, and the increased mobility that follows a rise in prosperity.

However, recent trends suggest that traffic growth is beginning to slow against economic growth.

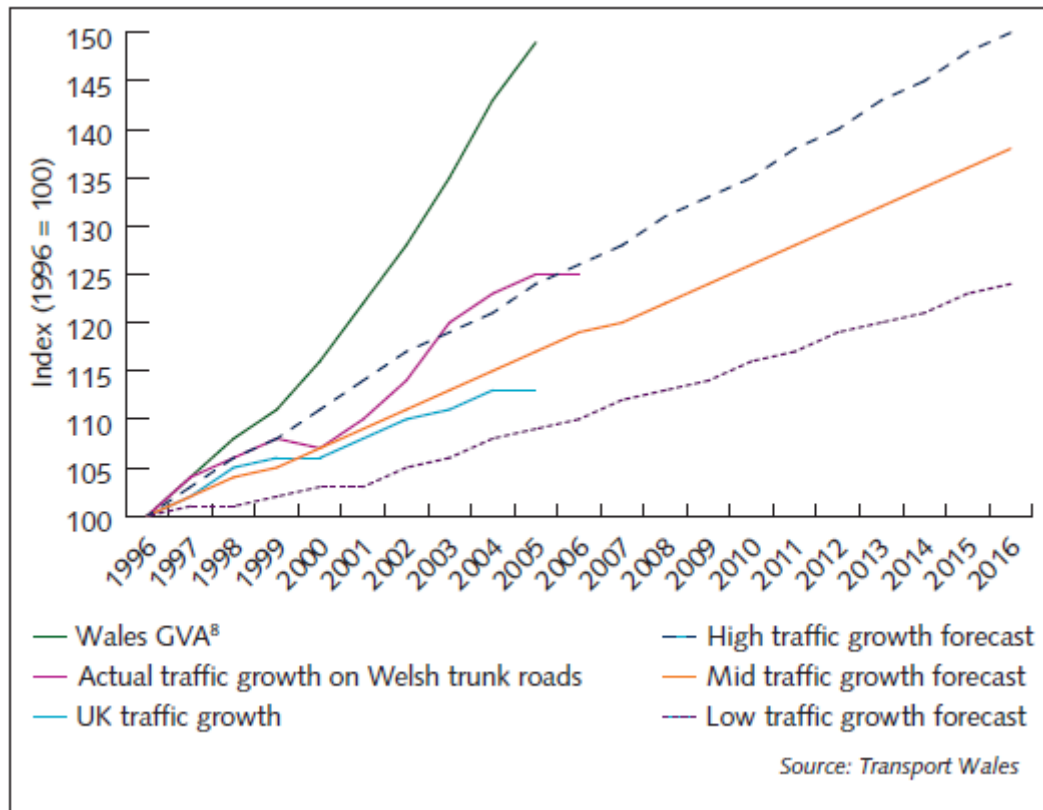


Figure 12 Traffic Growth & GVA

Bus and Coach Services

Bus and coach services within Wales, as in the rest of the UK, are predominantly provided by the private sector. The long-standing decline in the number of people using buses has been halted in Wales, and the number of people who live close to a bus stop with a regular service has increased since 1995. However, operating cost per passenger journey has increased by around a third, making the provision of bus services more expensive despite an increase of nearly 50 per cent in Welsh Assembly Government grants for local bus services since 2001/02. Since April 2002, the Welsh Assembly Government has supported concessionary fares that enable local authorities to provide free travel on local bus services for the elderly and disabled people. Since then, over 500,000 free bus passes have been issued, contributing to the turn-around of the long term decline in the bus industry. The scheme has enabled a number of bus operators to bring forward investment in newer and more accessible buses. It has also helped to safeguard or even extend the number of services on routes that, although socially desirable, might otherwise have been commercially unviable. A pilot scheme provides half fares for 16-18 year olds in North East Wales and Bridgend.

Unfortunately two local bus and coach operators to the Cefn & Cefn Mawr have gone under, GHA Coaches in 2017 and D Jones Busses in 2018. This has now added further to the unemployment in our community and a reduction in local service despite what may be national policy for Wales. These closures have largely been as a result of financial cuts in public spending on transport by the local authority.

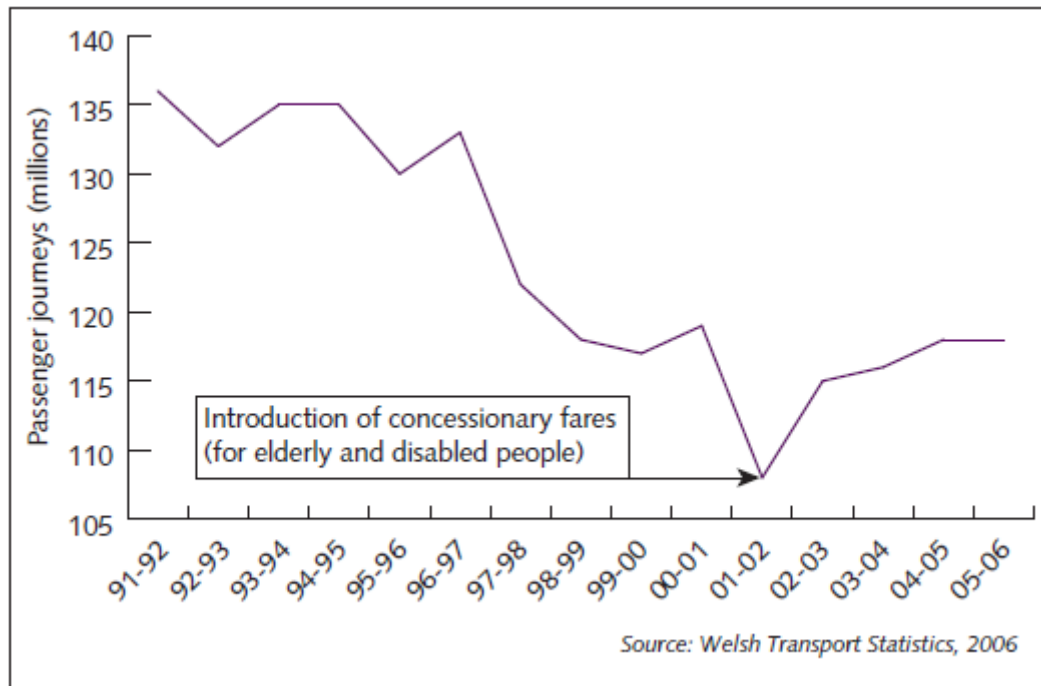


Figure 13 Local bus service trends for Wales 1991-2006

Community and Voluntary Transport

Community and voluntary transport covers virtually all passenger transport schemes outside the conventional commercial public transport network. This sector exists to meet the travel and social needs of people who would otherwise be denied the ability to get around. For example it provides accessible and affordable transport to hospitals and to local market towns for shopping.

Rail

Much like England and Scotland, Wales has experienced a significant growth in the number of people using trains in recent years. In 2005/06, there were approximately 20.1 million rail passenger journeys beginning or ending in Wales. Around 13 million of these journeys were entirely within Wales, with Cardiff the destination for a significant share of these.

Most passengers are carried on east-west rail routes along the north and south coastal corridors (the North Wales Coast Line and the South Wales Main Line). There has also been an increase in passenger numbers on direct north-south services. In addition, the Welsh Marches Line connects north and south Wales via Hereford and Shrewsbury, the Heart of Wales Line runs from Shrewsbury to Swansea and the Cambrian line connects Shrewsbury to Aberystwyth and Pwllheli. A number of local services also feed into the main line.

Rail passengers experience crowded trains on some parts of the network. This occurs especially at peak commuting times in south east and north east Wales (where rail has a significant market share of commuting trips). Lack of seating capacity on trains and a shortage of car parking spaces at some stations also serves to suppress demand.

Therefore a station at Cefn Mawr make a lot of sense and will be very successful next to Tesco.

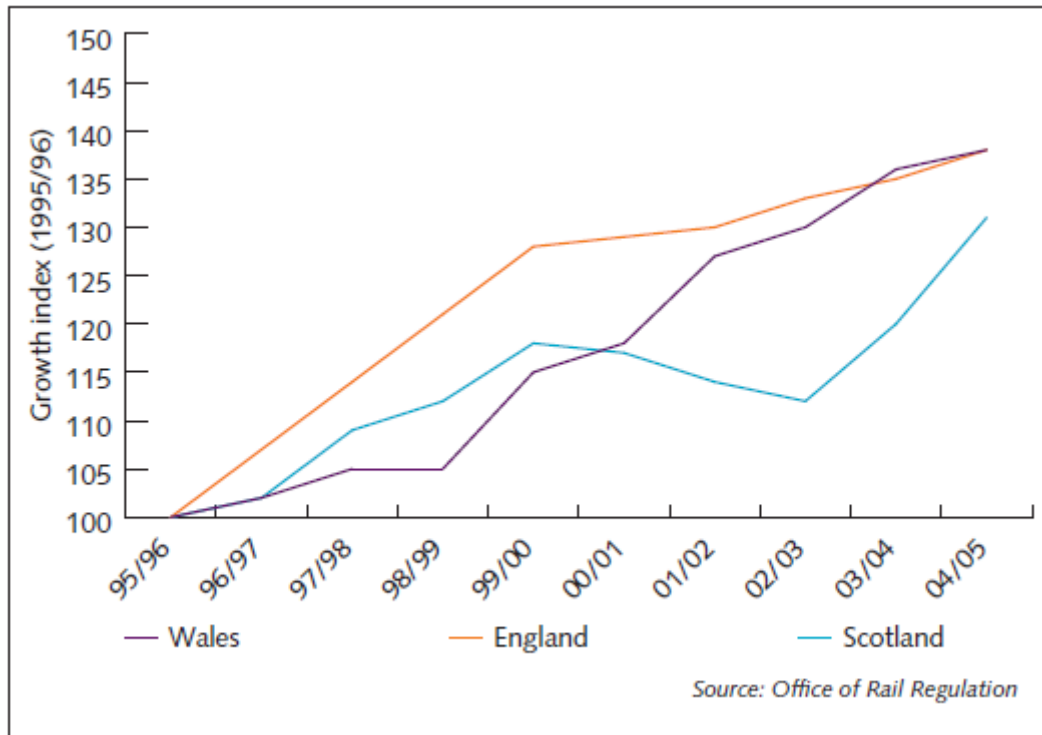


Figure 14 Rail Patronage Index 1995 - 2004/05

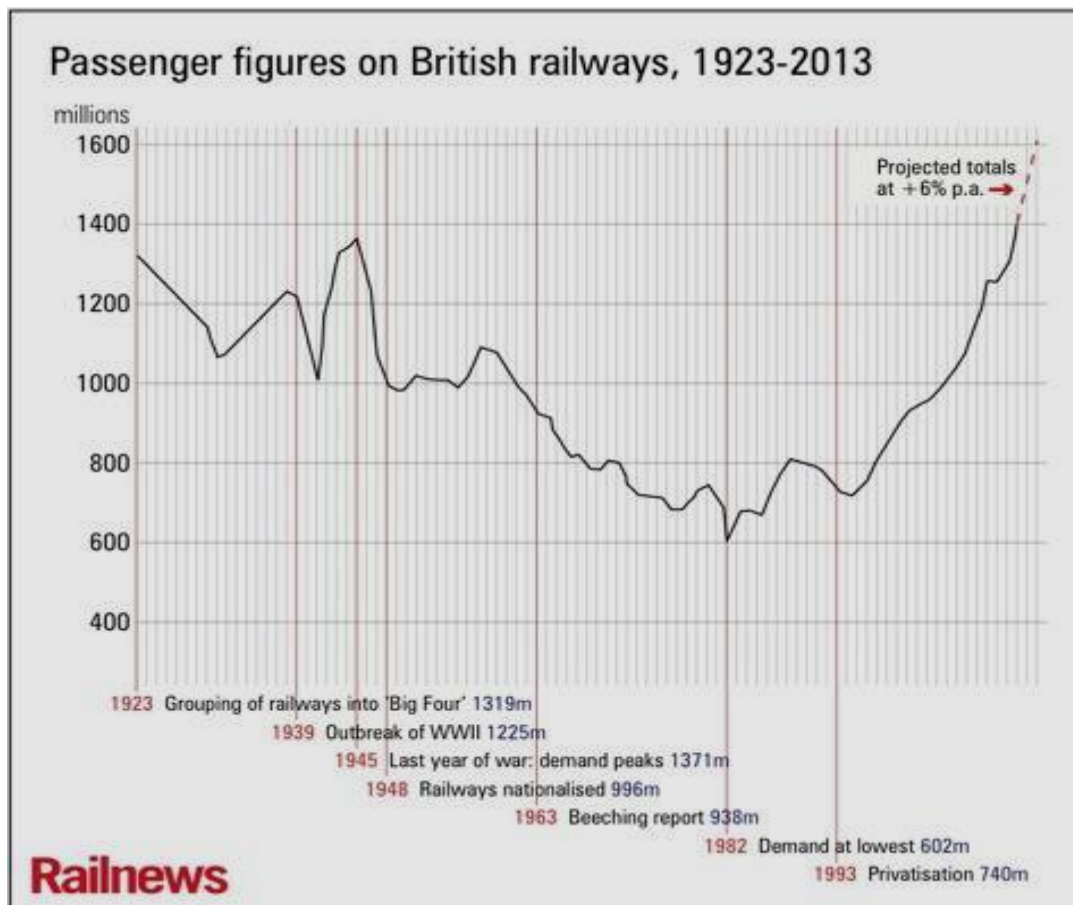


Figure 15 Passenger figures for British Railways 1923 - 2013

Rail freight

The UK rail freight industry has grown significantly since privatisation, increasing market share and reversing a long-term decline in demand for rail freight over the preceding 40 years. Continued growth is forecast, with the biggest increase in maritime containers. Most freight services run east to west, with the largest in south Wales, some services in north Wales and limited operations in mid Wales. Significant freight services also run north to south along the Marches line, connecting Newport with North Wales and Northern England.



Figure 16 Rail freight on the Cefn Viaduct & the Welsh Marches Line

Ports



Figure 17 Holyhead Passenger Ferry Port

The Cefn, Cefn Mawr & WTS 2016

The UK port sector has been largely privatised and deregulated. Wales has a number of major ports with important roles as part of the Trans-European Network connecting the Republic of Ireland, the UK and mainland Europe. In 2005, 3.2 million sea passengers travelled to and from Ireland, although this is six per cent lower than in 2004. **Of these Holyhead, the third largest passenger ferry port in the UK, handled over 2.3 million passengers and was an important point of shipment for roll-on roll-off traffic.**

Note +2M vehicles pass Cefn Mawr every year on the main London to Holyhead Road, the A5. Further to this one of the largest passenger counts on the rail system for trains to Holyhead is for Irish Passenger Traffic.

Air Transport

With Manchester, Liverpool and Birmingham airports providing the main access to air services in North Wales, Cardiff International Airport is the most significant airport for South Wales, serving around a half the passenger market, while the rest travel mainly to Heathrow, Bristol and Gatwick.

Just over three-quarters of passengers passing through Cardiff International Airport are from international flights and Cardiff International Airport has experienced steady growth over the last ten years. However Bristol and Liverpool have experienced significantly stronger growth than Cardiff International Airport and serve passengers originating in Wales.



Figure 18 Cardiff International Airport

Cardiff International Airport is only 3 hours from Cefn Mawr by rail and taxi.

Regional, National and International Connectivity

The Welsh transport network includes internationally designated transport corridors to south west and south east England (and on to mainland Europe), the West Midlands and North West England and to Ireland. There are key sections of the Welsh transport network that either directly impact upon, or are significantly influenced by, decisions made in neighbouring regions. Access to key services and facilities, such as healthcare or education, can also extend across borders and Cefn Mawr would make an ideal example with a new Health Centre at the old Co-op supermarket site.

Summary

This chapter described Wales transport system, and how it is used to provide essential economic links and gain access to services. Prosperity has led to over-dependence on the private car. While this brings choice and a better lifestyle for many, it also entails a range of disadvantages – for the environment, with raised greenhouse gas emissions and air pollution; for people who do not have cars; for rural residents who have to spend a higher proportion of their income on transport; and for commuters and businesses who suffer congestion. This chapter identified several overarching trends:

- There is over reliance on the car for all purposes, with longer car journeys despite the uncertainty posed by growing congestion.
- There is a downward trend in the number of people choosing to walk or cycle shorter journeys which needs to be reversed.
- Rail use continues to grow, although in places demand exceeds capacity.
- Travel times vary across the nation, with particularly long journey times between north and south Wales.
- East-west transport networks in Wales with links to the English transport network are heavily used, raising the importance of cross-border partnerships.
- Overall, road traffic growth appears to be slowing down, but is expected to continue to grow for the foreseeable future.
- Road transport accounts for 90 per cent of transport emissions, with cars dominant.
- Safety is improving, but it is important to continue to work towards a safer and more secure network for all.

Chapter 3 – What we want to achieve:

Our country's transport system has a vital role to play in ensuring the prosperity and cohesion of 21st century Wales. It is not an end in itself but is vital to achieve many of our objectives for employment, society, health and the environment.

But this outcome in turn requires significant improvement in public transport – in the frequency of bus and rail services, in their accessibility and integration with each other. It also involves increasing opportunities and removing barriers to walking and cycling and other measures to maximise the use of existing service and capacity. While these ambitions cannot be achieved overnight, devolution of power to Wales enables us to make a good start – and operate in a context in which priority is accorded to the needs of our nation.

Social Outcomes

Outcome 1: Healthcare and Social Services

Access to health services varies from group to group. For some, it depends on where they live, for others on the transport available or the time of day at which health services are available.

Accessibility to all kinds of new health care services and facilities, particularly by public transport, walking and cycling, should therefore be a major consideration in determining location. For existing services, improved access will mean considering how sustainable transport can provide better access.

People should be able to access the health services that they need (including hospitals, GPs, dentists and specialist facilities) at the times they need, thereby contributing to reduced social exclusion, particularly for the most disadvantaged groups. This will be measured by access to key health services and facilities.

The Cefn & Cefn Mawr and Improved Healthcare Service

An initiative launched by Cefn Community Council for a new Health Centre at the former Co-Op supermarket site is an ideal example of such at a central location within walking & cycling distance of second largest community in the county of Wrexham. A petition has been signed by 2000 of our local people and is fully supported by the PKC Group. We all hope this will progress to fruition in the not too distant future in compliance with our local peoples and WAG aspiration.

With a new Health Centre linked to a new Railway Station at Cefn Mawr, the Health Centre will be capable of serving a much wider audience than just the Cefn & Cefn Mawr, without the necessity for cars, as they will only be a short distance apart. A new Health Centre at the heart of Cefn Mawr, the second largest community in Wrexham County can also serve other communities further afield along the Welsh Marcher Line and the Dee Valley via bus services appropriately routed to a bus terminus at the Cefn Railway Station. The ex Co-op supermarket site being campaigned by the Cefn Community Council for the medical centre is currently vacant with adequate capacity and good road and future rail access.



Figure 19 Cefn Community Council & Proposed New Health Centre

Outcome 2: Education, Training and Lifelong Learning

Access to education, training and lifelong learning contributes to promotion of economic activity, productivity, quality of jobs and social inclusion. Different groups have differing levels of access to education. It is therefore important for sustainable access to be taken into account to avoid future transport problems. For existing services and facilities, sustainable transport solutions can help improve access.

People of all ages should be able to access education and training to increase their skills base, thereby contributing to reduced economic inactivity and social exclusion and helping raise opportunities in the labour market, particularly for the most disadvantaged groups. Access to key education, training and lifelong learning services will be measured by accessibility mapping for public and private access to further education premises.

The Cefn & Cefn Mawr and Access to Further Education & Training

The Cefn & Cefn Mawr is in need of improved access to further vocational and higher education facilities to help our community find work in replacement for the job losses over the past years in addition to improving career prospects and opportunities at a general level. Cefn Mawr does not have any training facilities as such and a Railway Station at Cefn Mawr would give convenient and direct access to these facilities in Wrexham, Chester and Shrewsbury as the three nearest locations with higher education facilities further afield.

Cefn Mawr does have a small Library and Family History Centre that are well used but again with improved access the much larger libraries and facilities of the nearest three main towns would become that much more accessible for our people, who could also use the available museums and archives for research etc.



Figure 20 Glyndwr University Wrexham

Glyndwr University is short walk from Wrexham General Railway Station as opposed to the bus terminus in the middle of Wrexham Town. Another good reason for rail travel for students of all ages is reading and using PC's while on the move, which is not possible while driving a car or that practical on the bus. If the WAG wants more people on trains this is another good reason for people to make that choice. The current access to FE by public transport from the Cefn & Cefn Mawr is poor and if improved would be more widely used by our community, the second largest in the county of Wrexham. Furthermore with local bus services coordinated with train services this could also again serve a much wider community such as the Dee Valley.

Outcome 3: Shopping and Leisure

The growth of out-of-town shopping centres and leisure facilities has meant difficulties for people with no car. In some areas, such people find that access to significant shopping or leisure facilities requires a combination of bus and walking, and is not possible in less than an hour. This puts a premium on good quality public transport and in the long run, ensuring new developments are located closer to settlements and well linked to existing, more sustainable travel networks.

People should be able to get to a reasonable range of shopping and leisure facilities at convenient times, so enhancing social interaction and reducing social exclusion, particularly for disadvantaged groups.

The Cefn & Cefn Mawr Shopping and Leisure Offer

The Cefn & Cefn Mawr is in the correct location given appropriate access to existing transport infrastructure to be able to make a significant contribution to shopping and leisure facilities. Cefn Mawr was once the commercial centre for the area before the advent of the motor car.

The Cefn, Cefn Mawr & WTS 2016

Cefn Mawr village centre has had some good work done through the THI, Townscape Heritage Initiative over the 10 years between 2006 and 2016 but has failed to make necessary connection with the surrounding transport infrastructure. The commercial community continues to struggle in post-industrial depression and recession, beyond that of the national average. However the Cefn & Cefn Mawr can once again become a central commercial centre, for South Wrexham, the Dee Valley and the Pontcysyllte World Heritage Site because of the multi modal transport systems available and surrounding traffic volumes which are significant in all modes.



Figure 21 Cefn Square and the Ebenezer 2013

The Ebenezer, the lead THI project with £1.5M spent on the building alone, closed in 2013 because of a lack of foot fall despite only being half a mile away from one of the top tourist attractions in NE Wales, the Pontcysyllte Aqueduct which draws in excess of 200,000 people annually.

This was the fourth closure in 5 years (2008 to 2013) and it has remained closed for over 4 years as of the date of 2018. So far without the necessary connection and significant council funding it has been a failure and white elephant in our community and is commonly disliked by many.

Reconnecting Cefn Mawr with the Pontcysyllte Aqueduct, initially with the Windborne Gateway Interchange and Jessop's Tramway and establishing a World Heritage Site Visitor & Arts Centre in the Ebenezer at the centre of our community will put Cefn Mawr on the tourist map and encourage people to visit our villages as well as the aqueduct. This rise the footfall will enable the Ebenezer to remain open on a viable basis, without presenting unfair state sponsored competition to other small business enterprises in the community, as has happened in the past.

The Cefn, Cefn Mawr & WTS 2016

This positive connection will then help with the regeneration of the economy of our community from post-industrial to Sustainable Tourism Development. This will encourage more inward investment as potential commerce increases and more businesses move back into the village increasing the shopping and leisure facility within the village, as opposed the present decline.

Raising the profile of the Cefn & Cefn Mawr in the tourist industry will also be closely linked to raising the profile of the Plas Madoc Leisure Centre and other sports and recreations facilities such as Cefn druids Football Club and Ty Mawr Country Park in our community to ensure their continued use and viability. The golden rule being, use it or lose it, so the more people we can get the better.

This will obviously be linked to more visitors in our community exploring the wider area rather than just driving off after seeing the aqueduct as is the current practice. This will enable development on a truly sustainable basis of the whole area and not just isolated parts, while excluding others. This in turn will promote a cohesive community which we currently do not have. Over a period of time the regeneration of our economy will enable more significant works to undertaken such as a Railway Station for Cefn Mawr and the full reinstatement of the Plas Kynaston Canal & Marina. This again will foster further Sustainable Economic Development and Growth of the Retail and Commercial sectors of our economy in our community raising the level of shopping and leisure facility offer.



Figure 22 Crane Street Cefn Mawr in the early 1960's

Crane Street when the village was the commercial centre before the age of the motor car and loss of our public transport bus service in 2014, following the opening of the Tesco Supermarket and bypass of Cefn Mawr. For the retail sector of our community to make a comeback and offer good shopping facilities at the centre of our community it is essential to bring on the tourist sector. Niche sector shopping will work well in such an environment but needs the impetus of external visitor / tourist / holiday maker spend to function profitably. Trying to survive on the local community alone is a non starter with the new £20M Tesco Super Store next door, as our present retail sector shows.

Outcome 4: Healthy lifestyles

WAG says that a more sedentary lifestyle and rising levels of obesity make it more necessary than ever to encourage healthier modes of travel. In particular more walking and cycling can contribute to achieving the goals of Health Challenge Wales. While walking and cycling contribute to health and cut pollution, actual and perceived safety and the condition of roads and routes can act as a deterrent. Improved infrastructure for walking will improve the conditions for people who use wheelchairs or have mobility problems. Congestion and unreliable journey times create stress and result in medical appointments being missed and emergency services being delayed. Traffic noise and pollution affect mental and physical health and deter people from walking and cycling.

Indicators for the WAG are:

- Number of people walking or cycling to work or education.
- Numbers of people walking and cycling for trips of under 5 miles.

Walking & Cycling to work in the Cefn & Cefn Mawr

To expect people to walk or cycle to work means that the distance they have to travel by foot or bicycle must be within reason and work must be available locally. It may be considered that most people would draw the line at about 1.5 miles for walking and 5 miles for cycling. However by making transport connections as proposed in this document with the relevant transport infrastructure, all the spin off job vacancies will be available within a 2 mile radius of the centre of Cefn Mawr. Therefore almost all the people with new employment status in the community will either walk or cycle to work simply because it will be reasonable and cost effective to do so.

Walking & Cycling to work or education outside the Cefn & Cefn Mawr

For longer distances a Railway Station at Cefn Mawr would present rail transport as a very viable option for this with both the option of walking or cycling to the station at the centre of the second largest community in Wrexham County. If cycling to the station two options should be available, storage or carriage which would be determined by the end destination requirement. This would significantly increase the practicality of the transport system and increase job opportunity for our community through increased mobility to work. It would also minimize CO2 emissions through a greater use of a viable and available public transport system as opposed to the private motor car.

Walking & Cycling and other Out Door Activity at the Cefn & Cefn Mawr

Improving the environment, i.e. mainly the ex-Monsanto site in our community and making positive links between Cefn Mawr Village centre and the aqueduct will directly encourage larger numbers of our people into healthier life styles through walking and cycling around the local area. Jessop's Tramway with a gradual gradient is ideal for this and many of our people have asked for it to be reopened. Furthermore by opening up the area and linking together as suggested here this will encourage visitors and tourists to the aqueduct to also explore the wider area of the Cefn primarily on foot or by bicycle rather than just seeing the aqueduct and then driving off as is current practice, and the big bonus of this is, not only does it help regenerate our economy through Sustainable Tourism Development, it also reduces CO2 emission at the same time.

The Cefn, Cefn Mawr & WTS 2016

Furthermore the large capacity parking at the Windborne Gateway Interchange (WBG) will provide ample facility with minimal construction CO2 emission and NO INFRINGEMENT ON GREENFIELD LAND by reusing an existing BROWNFIELDED SITE FIT FOR PURPOSE.

WBG will also provide an ideal staging post for exploring the wider area of the Dee Valley AONB and surrounding hills of the Vale of Llangollen encouraging larger numbers of people to walk and cycle further afield such as a circular route between the WBG and Llangollen along the canal and back on the old Ruabon to Barmouth Railway line. This then gives positive linkage to Llangollen without any unnecessary civil construction work liberating more unnecessary CO2 emission because of such. WBG is also adjacent to Offa's Dyke long distance footpath and will no doubt prove very popular as an unrestricted parking facility from where people can walk along the dyke from and to.



Figure 23 Offa's Dyke & WBG, Cefn Mawr and the Aqueduct



Figure 24 Cefn Mawr to Llangollen Cycle Path

A cycle route along the old Ruabon to Barmouth railway line would be very popular in the Vale of Llangollen. Unfortunately the line has been isolated between Cefn Mawr and Llangollen by building at both ends in Llangollen and Cefn Mawr. However the Windborne Gateway Interchange would provide ample parking that is simply not available in Llangollen without demolition or building on a Greenfield site. This would drastically improve links between Cefn Mawr and Llangollen which would lead to a more cohesive community along the WHS corridor instead of Cefn Mawr being left out as is the current practice, see [“Where is Cefn Mawr”](#)

Although the current planning by the PKC Group is just reopen [Jessop's Tramway](#) (JT) as a limited byway between Cefn Mawr village centre and the aqueduct, there is no good reason why it cannot be reopened all the way back to Penycæ as originally built. Most of the original route is still intact.



Figure 25 Jessop's Tramway and Penycæ

Once again Windborne Gateway Interchange would be an ideal staging point without encroachment on Greenfield sites and JT is an ideal route up into Ruabon Mountain and onto the Clywdian Range. This is literally creating space and healthier life styles for our community and visitors to it.



Figure 26 Plas Madoc Leisure Centre 2014

The Plas Madoc Leisure Centre in our community was closed by WCBC but has been reopened as a Community Enterprise following popular support for such by our community. The PKC group fully supports this facility and a link will be found on every page of our website. If WAG is going to talk about Healthier Life Styles then it is centres like these that need support, not closing. The whole point of these facilities is to promote healthier life styles and [Plas Madoc Leisure Centre](#) is one of the best facilities in NE Wales.



Figure 27 Cefn Albion Football Team 2016

Our local football teams need support as well and we actively support Cefn Albion, one of our very successful local teams along with Cefn Druids and hot links to their website can be found from ours on every page of our website. This is promoting healthier life styles in our community.

Outcome 5: Safety and Security of Travel

Safety is paramount and while good progress has been made on achieving our target for reducing road casualties, we are committed to reducing the casualties associated with all forms of transport. Our 'Road Safety Strategy' (2003) continues to be central to accident reduction measures on the roads of Wales. The actual and perceived safety of more sustainable travel modes (such as bus, rail, walking and cycling) must also be improved to ensure greater use.

It is important to improve the poorer pedestrian safety records experienced by socially deprived areas, as noted in the Child Poverty Implementation Plan. Freeing communities from domination by traffic will encourage travel by people with no access to a car. Safer conditions for walking and cycling should also promote healthier lifestyles, as well as greater social interaction.

Safety & Security of Travel in the Cefn & Cefn Mawr

While we fully support improvements to road safety there are some real issues that need to be dealt with in our community which we would consider to be lead indicators.



Figure 28 Reads Yard and the Children's Play Area

Coach and car parking at Reads Yard in Trevor immediately next to a children's play area. The PKC Group has questioned this from the start for safety and environmental reasons for our children and yet there has been continued development of this by WCBC and partners.

This is exposing children to elevated levels of exhaust emissions i.e. additional levels of CO₂ and NO_x and presents a road safety hazard if the children are able to break out of the play area, which they are literally fenced into.

Why is this continuing when there is a much better alternative with the [Windborne Gateway Interchange](#) that would remove this hazard for our children altogether?



Figure 29 Reads Yard and the Children's Play Area

Reads Yard on an average day, the children's play area is constrained behind the wire mesh fence as can be seen at the back of this parking area.



Figure 30 B5434 & Station Road Trevor

Station Road at the Trevor Basin and the residents of Trevor are fed up with the traffic congestion caused by the tourism, the bulk of which access the viaduct by Station Road through Trevor, a residential area. This is totally unnecessary with the [Windborne Gateway Interchange](#), so why?

The Cefn, Cefn Mawr & WTS 2016

Please note the date of the above photograph, the 5th of January 2012. On this day the B5435 was closed due to repair work being conducted on the Cysyllte Bridge.



Figure 31 Cysyllte Bridge repairs 2012

The Cysyllte Bridge, a Grade 1 Listed structure under repair in 2012 following vehicular damage by traffic going to the aqueduct, a much newer structure at only half the age of this bridge!



Figure 32 Cysyllte Bridge Damaged 2012



Figure 33 Cysyllte Bridge Repaired 2015

This un-isolated incident involved the use of a civil engineering diving company amongst others and will no doubt have cost Denbighshire County Council more to repair than is required for the ground works to bring the [Windborne Gateway Interchange](#) on line which would help resolve the route cause. This is common sense every one and will help protect our heritage while improving safety.



Figure 34 Crane Street Cefn Mawr 1890s

The main streets and pavements of Cefn Mawr are narrow and were not built for motorised traffic and sensible speed limits should be applied, such as 20mph along Crane and Well Street for the sake of safety and our communities wellbeing. [Windborne Gateway Interchange](#) will help encourage people to park and walk into the village rather than park in the village where facilities are limited.

Therefore Windborne Gateway Interchange can help with road safety in a number of ways and will alleviate the negative aspects and road traffic congestion at the Trevor Basin. This will at the same time encourage the tourism sector visiting the aqueduct to also explore the wider area of the Cefn & Cefn Mawr which will foster economic growth in our community. While this is going on, their cars remain parked for longer periods of time, so a net reduction in CO2 emission is made. This is a win-win situation for true Sustainable Tourism Development for the Cefn & Cefn Mawr.

Rail safety is far better than road safety with far less accidents per passenger mile travelled and encouraging larger numbers of our people to use rail transport by the provision of a safe and secure railway station at the centre of the Cefn & Cefn Mawr will help with road safety. Reducing the number of people travelling by road will directly reduce the number of accidents occurring on the roads. Rail travel will also reduce the volume and CO2 & NOX emission from cars, as they are left at home in preference for a safer, smarter and more efficient form of transport. The age of railways is coming which is reflected in the annual passenger increases year on year. Furthermore with ample free parking facilities (200 - 300) slots available next to the railway station this will provide attractive park and ride facility reducing road traffic further and consequently improving road safety once again. See [Cefn Railway Station](#), another win-win situation for Sustainable Development.

Outcome 6: Employment

Travel to and from work accounts for a significant share of overall transport and places heavy demands on the network at peak times, with the private car as the dominant mode of transport. In many areas, car use currently offers the only effective way to get to work – and so alternative methods must be developed to overcome barriers to employment and ensure more sustainable travel. These include stronger road and rail integration, better use of Park and Ride schemes, dedicated bus routes, better pedestrian walkways and many more cycling lanes. The precise approach adopted will reflect the various challenges faced by different communities and regions.

Employment & Cefn Mawr



Figure 35 Farewell to an Iconic Skyline, Monsanto Demolition.

Since the closure of the ex-Monsanto Chemical Works and the Air products works Cefn Mawr has been left in a state of postindustrial depression and has the highest unemployment figures according to WCBC in the new LDP2 as of 2015.

The current state of our economy is weak and in need of significant input which can be achieved through making the right transport mode connections which will improve employment prospects. By doing so more jobs will become available locally which can then be accessed by walking or cycling thereby raising employment levels without placing additional burden on transport infrastructure.

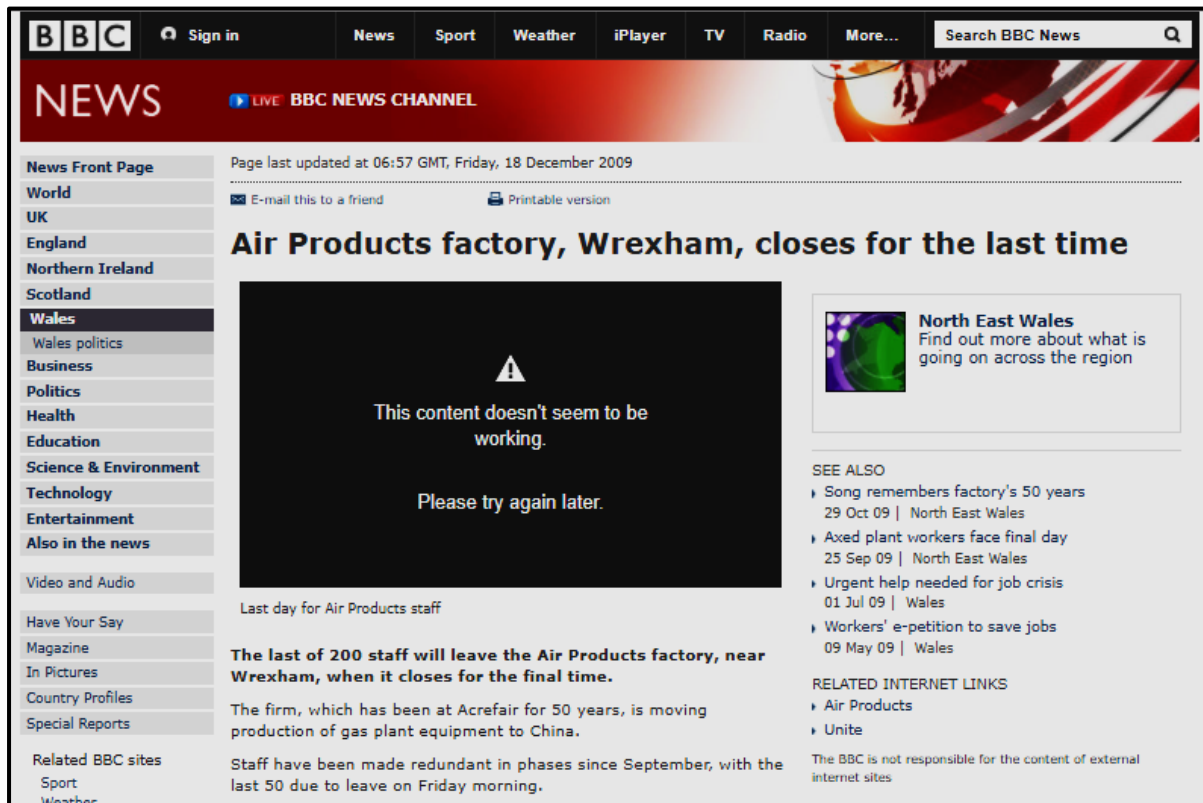


Figure 36 Air Products closure 2009.

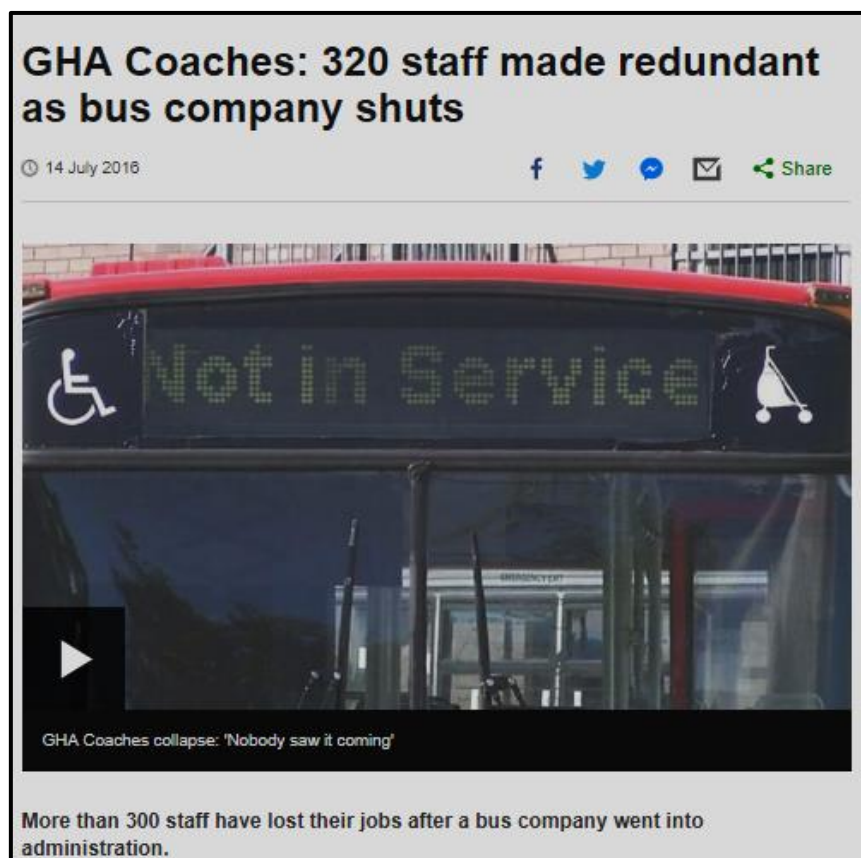


Figure 37 GHA Coach Closure 2016



Figure 38 D Jones & Son bus company closure 2017

It should also be remembered that not only have these large main employers gone who make the news, with their large redundancies, but also all the smaller supporting companies as well which significantly increases the number of people losing employment.

A very pertinent example of this is that is very closely related to this story in the Cefn & Cefn Mawr is Reeds Engineering Works. Once a small local engineering company employing some 50 to 60 people whose order books listed many jobs for the larger plants such as Monsanto and Air Products have also gone along with all the jobs.

All that remains of the works now is as shown in this document.

Reeds Yard, an inappropriate parking lot for coaches immediately next to a children's play area which the PKC Group has objected to since conception by WCBC and CRT.

Appendix 4 - Settlement Function and Development Potential spreadsheet

	Acrefair/Cefn Mawr	Bangor	Bersham	Bettisfield	Bradley	Broughton	Brymbo	Burton	Bwlchgwyn	Chirk	Coedpoeth	Cross Lanes	Dolwyn/Llwynmawr	Froncysyllte	Garth	Glyn Ceirrog	Gresford/Marford	Gwersyllt	Gwynfron	Halton	Hanmer	Holt	Horseman's Green	Llanarmon DC	Llay	Marchwiel	
Settlement Function																											
<i>Employment/ Economic Opportunities & Function</i>																											
Labour Force (% of population economically active)																											
Unemployed (% of economically active population out of work)																											
Employment Area Located in the settlement limit / distance to nearest employment area																											
Employment Land Review																											
Employment function conclusion																											
<i>Community Services and Retail Role</i>																											
School																											
Health Care Provision																											
Retail Provision																											
Other facilities																											
Recreation Capacity																											
<i>Sustainable Travel Options</i>																											
Public Transport Provision (bus)																											
Public Transport Provision (train)																											
Walking/ cycling																											
Settlement Function Conclusion	2	3	4	5	4	4	3	3	5	4	2	2	4	4	4	4	3	2	2	5	5	4	3	5	4	3	4
Development Opportunities																											
Potential sites which can accommodate residential development (green or amber sites)																											
Constraints																											
Flooding																											
Sewerage/waste water treatment																											
Ecology																											
Built heritage																											
Agricultural land classification																											
Mineral resource																											
School Capacity																											
Highways capacity																											

Figure 39 Appendix 4 - settlement Function and Development Potential

This table is taken from the WCBC LDP2 and shows the conclusions that the WCBC has formed about our community in Cefn Mawr & Acrefair. The two most striking indications are the above average unemployment levels and the best potential for residential development. The green sector for the employment area is referring to the proximity of the Rhosymedre Industrial Estate; however, the employment opportunities currently available as of 2018 on the estate are low with literally a lot of room for improvement. The Rhosymedre Industrial Estate needs a significant boost to encourage inward investment. The [Cefn Railway Station](#) linked in with a local bus service terminus would address this directly and cause an economic boom on the estate as well as in Cefn Mawr & Acrefair at the centre of the Pontcysyllte WHS and gateway to Dee Valley.

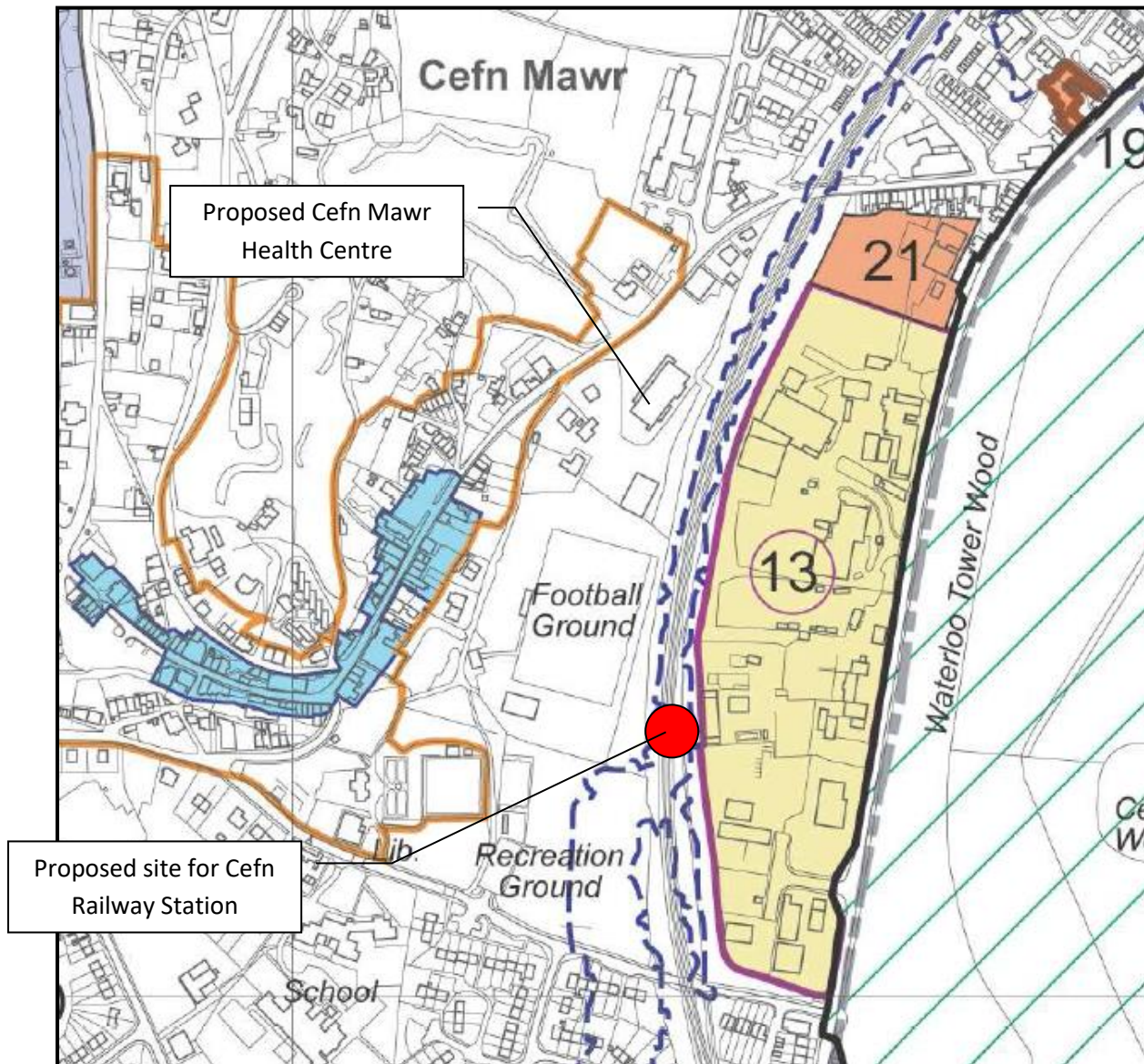


Figure 40 Rhosymedre Industrial Estate Map

The Rhosymedre Industrial Estate is the largest area indicated for industrial use in the former UDP by WCBC outside the Brownfield sites of the ex-Monsanto Chemical Works and the Air Products Plant. The estate is marked as No 13 & 21 on the above map. Unfortunately at present as of 2018 the industry located there is very low key and there are large areas unused. However once again with a new [Cefn Railway Station](#) giving access to the Marchers line immediately adjacent, the real-estate value of this land would significantly increase. With direct access to the railway as well as the current good road access this can be marketed as one of the top locations for industrial development and investment in the county of Wrexham providing many jobs locally for the work force immediately available in the Cefn & Cefn Mawr. The Rhosymedre Industrial Estate would then be served by the Railway to one side and the B5605 on the other leading to the A483, A539 and A5 and this improved access will be of great advantage in attracting new investment from the private sector into the area thereby increasing job opportunity and employment prospects.

Note the area marked 21 has now been built on with a new housing estate as of 2018.



Figure 41 Rhosymedre Industrial Estate Aerial photograph

Not only will a new [Cefn Railway Station](#) attract inward investment causing a rise in employment levels locally it will also offer a much needed transport link to other areas for work outside the Cefn and Cefn Mawr as discussed previously in the response to Option 4 in this document.

Importance of Tourism

The Wales Tourism Satellite Account (TSA) estimates total tourism spending in 2011 of £4.5bn, representing a Tourism Gross Value Added (GVA) of £1.8bn – around 4.4% of total direct GVA for the Welsh economy. Emerging research suggests that when indirect impacts are added, the Tourism GVA increases to £2.5bn, which represents 6% of the whole economy. In 2011, the TSA estimated that 8.3% (88,300) of all full time equivalent jobs in Wales were directly supported by tourism spending. With indirect (supply chain) added, this total FTE employment rises to over 100,000, which is equivalent to around 9.5% of all Welsh FTE jobs.

Figure 42 The Welsh Government Strategy for Tourism 2013 - 2020

The above extract from the Welsh Government Strategy for Tourism 2013 -2020 gives a clear indication of the levels of employment in Wales attributable to the tourist industry for the nation as a whole. Therefore bringing tourism into our community will quite definitely increase employment opportunity at a local level.

The initial work needed to do this is to reconnect Cefn Mawr and the Aqueduct by practical means that will work i.e. (1) [Windborne Gateway Interchange](#), (2) [Jessop's Tramway](#), (3) the World Heritage Site Visitor & Arts Centre located in the Ebenezer and (4) appropriate main road signage. This will start the influx of tourism into the Cefn & Cefn Mawr which can then be built on with the addition of

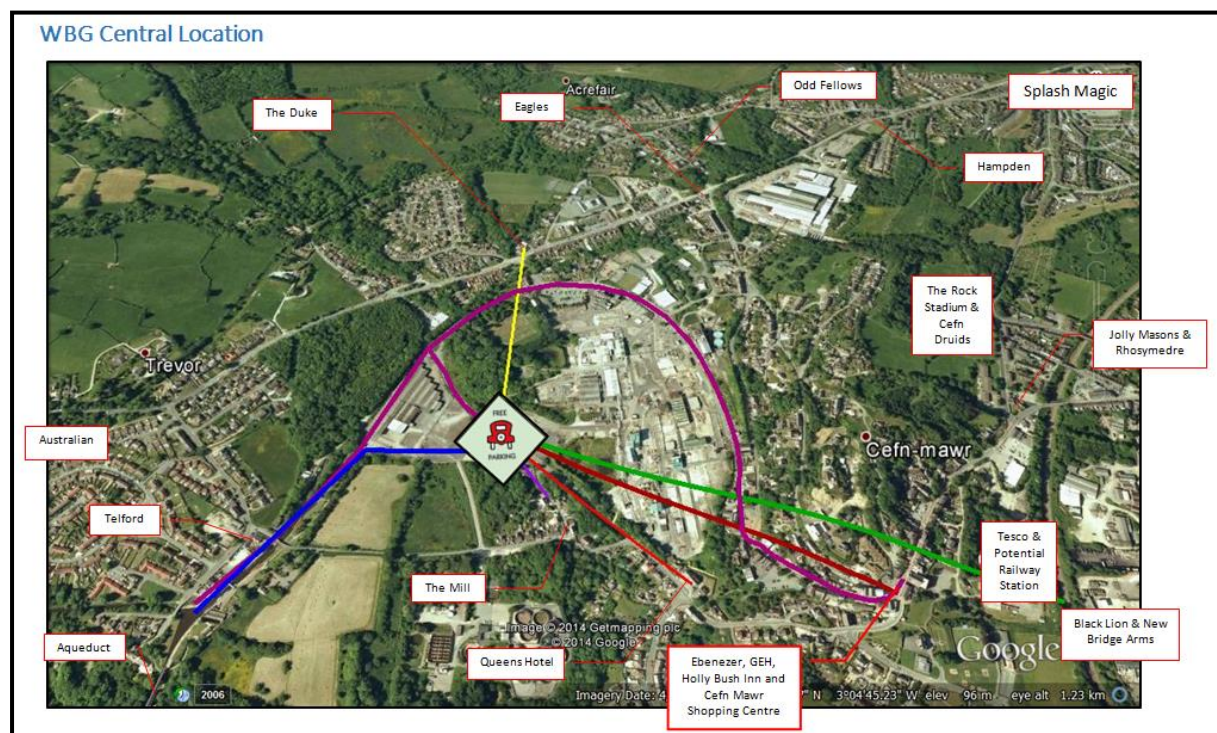


Figure 43 WBG & JT in Cefn Mawr

WBG is indicated by the Free Parking symbol central to our community and JT is the magenta line.

The Cefn, Cefn Mawr & WTS 2016

This influx of tourism will certainly increase the job opportunity in the retail sector and the increased viability of our community will allow us to progress to the more capital intensive programs such as Cefn Railway Station and the [Plas Kynaston Canal & Marina](#).

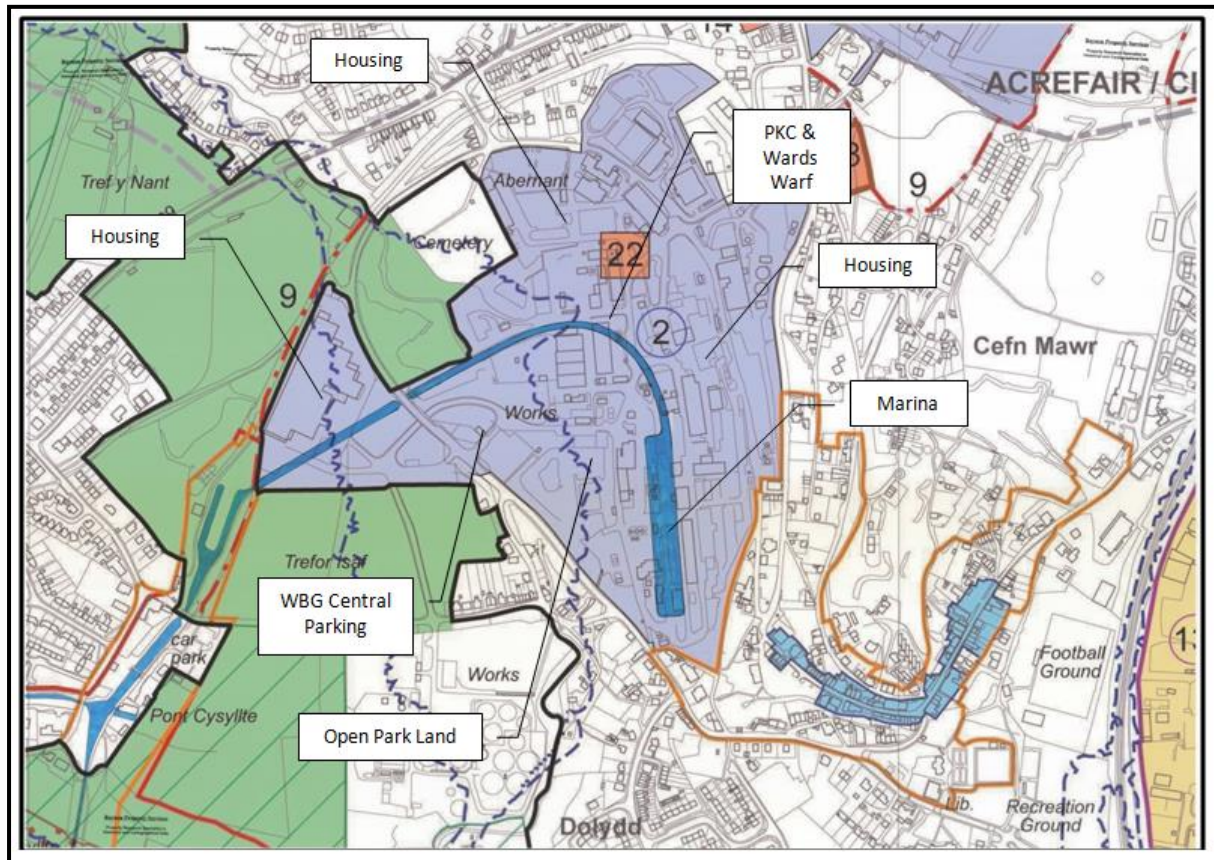


Figure 44 Plas Kynaston Canal & Marina

The half mile of canal, the Plas Kynaston Canal & Marina north of the Pontcysyllte Aqueduct would be extremely well used and there will be no shortage of takers as our research has revealed over the past 6 years since first mooted the idea in 2010. This will no doubt create further job requirements in both the tourist industry and related marine activity within our community.

The Llangollen canal is one of the busiest, if not the busiest canal in the UK with over 15,000 boat movements annually and one of the leading criticisms of it is the lack of mooring capacity north of the Pontcysyllte Aqueduct. By reinstating the PKC and cutting a new marina this will also directly alleviate the marine traffic congestion at the Trevor Basin which can be very problematic at peak times. The PKC & Marina will allow boats to moor overnight instead of the current and continually disappointing occurrence of boats having to turn around and head back down south because of the lack of mooring facilities north of the aqueduct. The Cefn & Cefn Mawr could become the main mooring facility for the Pontcysyllte WHS. The PKC with the maximum mooring capacity that can be managed will literally bring thousands more tourists and holiday makers into our community and establish the Cefn & Cefn Mawr as a tourist destination in its own right at the very centre of the WHS immediately next to the Pontcysyllte Aqueduct. This is most certainly Sustainable Tourism Development in the best sense providing plenty of local employment and adding to the Welsh GVA as going south on the canal only leads into England.



Figure 45 Cefn Railway Station

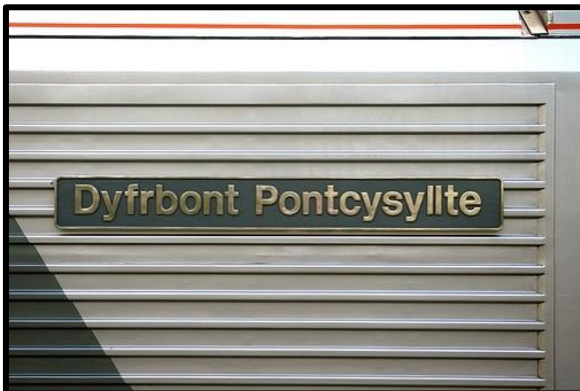


Figure 46 Dyfrbont Pontcysyllte Engine Plate

A [Railway Station at Cefn Mawr](#) between Tesco and the Rhosymedre Industrial estate will not only provide increased employment locally and further afield as said, but will also ensure the continued sustainability of the World Heritage Site as a whole by providing a major transport link to the rest of the UK.

This is an easily accessed location by foot by the largest population in the WHS unlike that of either Ruabon or Chirk. Furthermore if built correctly it can have a significant parking facility in excess of both Chirk and Ruabon stations combined which will encourage more park and ride use for the Dee Valley and South Wrexham.

This will most certainly deliver large volumes of traffic to our community once again building the economic base which will in turn create more employment opportunity both a locally and to a limited extent at a regional and national level. Furthermore by doing so this encourages more people to leave their cars behind and travel by train, reducing the net overall CO₂ & NO_x emissions. Therefore once again we have a win-win situation for Sustainable Tourism Development at the Cefn & Cefn Mawr by using existing infrastructure more efficiently.

Economic outcomes

Outcome 7: Connectivity Nationally and Internationally

Transport has a significant role in linking our communities and sustaining economic prosperity. Wales has a series of ports, railways and roads that form part of the strategic Trans-European Networks. This was developed to reinforce economic and social cohesion across Europe. Improved connectivity means better access to goods and services. Information technology can remove the need to travel, especially over longer distances. More home-working can provide better opportunities for those in rural areas and reduce congestion on transport networks. Direct routing of international freight bound for Wales, rather than via intermediate ports or airports, maximises the benefits of improved connectivity. It is also important to work in partnership with colleagues in England to develop important east-west routes at a spatial planning level.

National Connectivity with the Cefn & Cefn Mawr - Roads



Figure 47 the A5 London to Holyhead Road

The A5 today, the London to Holyhead Road first engineered by Thomas Telford in the early 1800's. This historic route now carries in excess of 2 million vehicles every year past Cefn Mawr. This road also connects Birmingham the second largest city in the UK to North Wales and has a far larger proportion of tourist traffic by percentage of total vehicles as compared to the A539 and A483.



Figure 48 the A539 and the Eagles Junction

The A539 at the Eagles Junction for Cefn Mawr village center but note the total lack of signage. The appalling state of road signage for Cefn Mawr and lack of promotion on tourist information can be seen in "[Where is Cefn Mawr](#)". This road carries in excess of 3 million vehicles past the Cefn & Cefn Mawr annually.



Figure 49 the A483 and the Halton Roundabout

The A483 is by far the busiest road in the area and regularly suffers from significant traffic jams at peak times of the day. This road carries over 9 million vehicles past the Cefn & Cefn Mawr annually leading to a grand total of over 14 million vehicles passing our community every year.



Figure 50 Brown & White Tourist Information Signs

What is needed on the main roads surrounding our community are some of these. We need Large Brown and White Tourist Information Signs telling people that our community is here and what we have to offer which will attract people into it, rather than just driving past. By bringing people into our community and encouraging them to use our facilities and attractions they will be helping build our economy once again while getting out of their cars and reducing the CO₂ and NO_x production. Traffic will be guided and directed to the main parking areas such as the [Windborne Gateway Interchange](#) and other major facilities around our community.

The Cefn, Cefn Mawr & WTS 2016

National Connectivity with the Cefn & Cefn Mawr – Inland Waterway



Figure 51 the Inland Waterway Network

The UK still has an extensive inland waterway network that is not mentioned in the WAG WTS. However with the full reinstatement of the PKC and the largest marina and mooring capacity we can manage at Cefn Mawr, Wales can see a significant benefit from this. As said the Llangollen Canal is one of the busiest canals in the UK with 15,000 boat movements annually and there will be absolutely no shortage of takers for all moorings available at Cefn Mawr. This is a winner for Wales.

National Connectivity with the Cefn & Cefn Mawr – The Railways

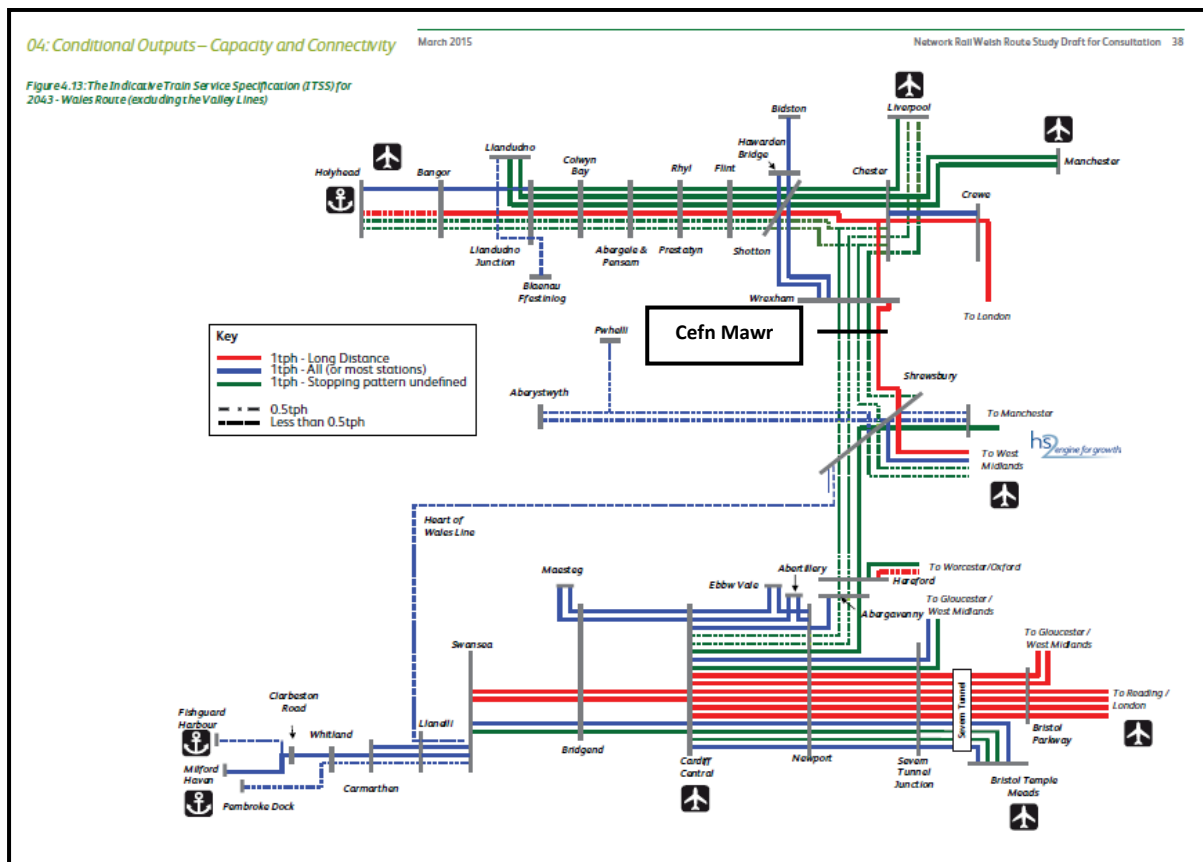


Figure 52 National Rail Network for Wales

The National Rail network for Wales and nearest major airports, Manchester, Liverpool, Cardiff and Birmingham which we have a direct rail service to and with the doubling up of the line between Wrexham and Chester at a cost of £44M service frequency will be increased. A Railway Station at Cefn Mawr will give us direct access to the biggest tourist market in the UK, London.

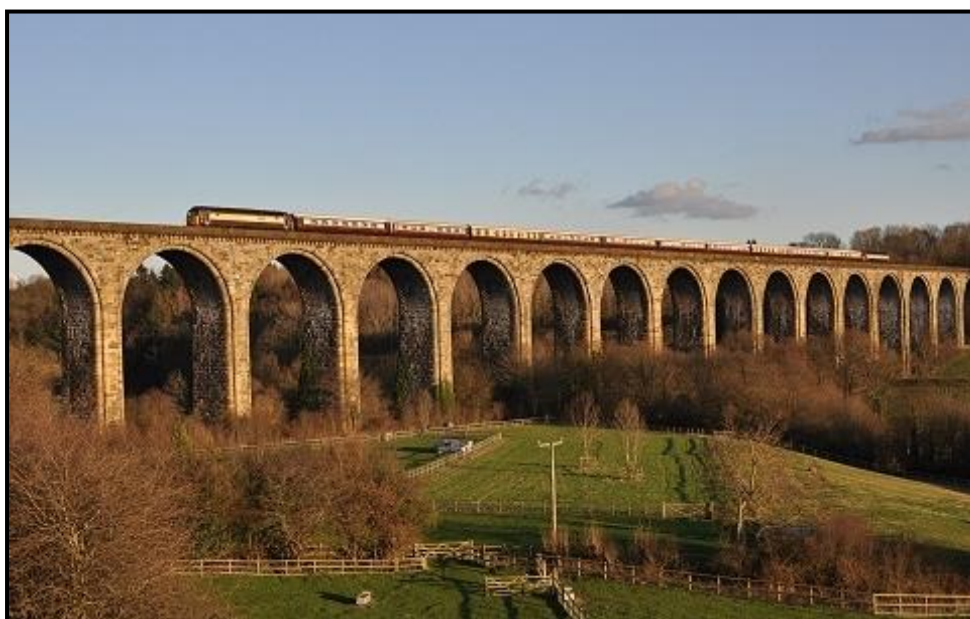


Figure 53 Northern Bell on the Cefn Viaduct

The Northern Bell & the Orient Express crossing the Cefn Viaduct on its way north. What an event it would be if this train could stop at the heart of our community in the Pontcysyllte World Heritage Site, Cefn Mawr.

The world-famous Northern Belle, by Orient-Express is coming to the North West



Venice Simplon-Orient-Express is delighted to welcome the celebrated Northern Belle to Chester, Liverpool, Oswestry, Warrington, Shrewsbury & Crewe in 2011 & 2012.

The Northern Belle is the epitome of luxury, refinement and glamour - enchanting and delighting all who seek a magical adventure without parallel.

Sister train to the legendary Venice Simplon-Orient-Express, the Northern Belle captivates and enthralls with a stylish collection of day excursions and short break travel experiences across the UK.

These are voyages of genuine distinction; effortlessly infused with the spirit of the original Orient Express and each with its own tale to tell.

From hushed anticipation to glorious actualisation, the romance and excitement of your experience will weave a magical atmosphere to exhilarate and delight you.

Step aboard the Northern Belle and allow yourself to be transported back to the golden age of travel. The scene is set: A symphony of intricate marquetry, polished brass and beautifully patterned upholstery surrounds you while, with discreet yet attentive service, your every need is attended to.

Enter a world of unequalled romance - an intoxicating combination of timeless glamour and supreme comfort; where liveried stewards offer mouth-watering cuisine, champagne and fine wines, and no request is too much trouble.

As the bubbles rise in your glass of golden champagne, a gentle sociable buzz begins. Soak up the atmosphere and, as the landscape unfolds outside your picture window, sample the heady delights of conviviality as only the Northern Belle can create. The gentle rhythm of your journey has begun.

Indulge in an exquisite lunch or dinner dining experience, sampling appetizing delicacies as you unwind in the surroundings of your carriage. Alternatively, spend a day exploring a variety of glorious destinations. Stroll at leisure through historic cities and market towns, wander through breathtaking gardens, ancient castles or stately homes.

With departures nationwide and throughout the year, there is sure to be a Northern Belle excursion to suit your personal interests and to fulfill your dreams.

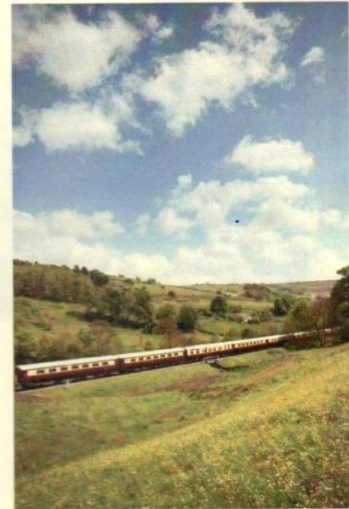


Figure 54 the Northern Belle & the Orient Express



London is only 3 hours by train and the Pontcysyllte World Heritage Site could be marketed in London. Our offer in the beautiful peaceful Dee Valley would be very comparable to the crowds and queues to be found for almost everything in London. Package deals could be offered similar to that shown but in reverse, bringing people by train to Cefn Mawr with pre booked accommodation in our community or along the canal in the WHS corridor.

Network Rail Welsh Route Study 2015

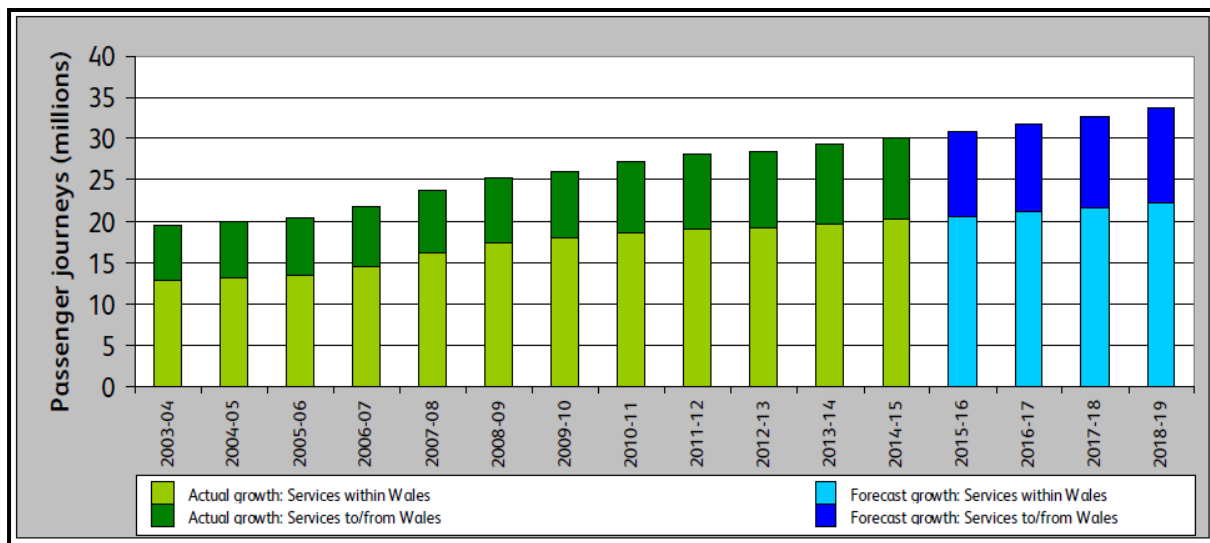


Figure 55 Demand for Rail Services

Network capacity enhancement between Wrexham General and Chester

In developing this Welsh Route Study, the role that rail can play in improving connectivity between North Wales/Wrexham and Liverpool/Manchester has been highlighted as one of high strategic importance. The economies of North Wales, Deeside, Merseyside and Manchester are closely linked and the road networks in this part of the country are operating at maximum capacity during peak times. As part of a range of transport improvements in the North West, UK Government has recently announced plans to enhance the Halton Curve to enable operation of regular direct train services between Liverpool and North Wales and Wrexham.

The Welsh Government has been working with Merseytravel and Network Rail to explore options for delivering improved connectivity between Liverpool and Wrexham, and has also been in discussions about how future train services operating in the north of England might be extended to destinations in North Wales – including Wrexham. To enable such additional services to operate between Chester

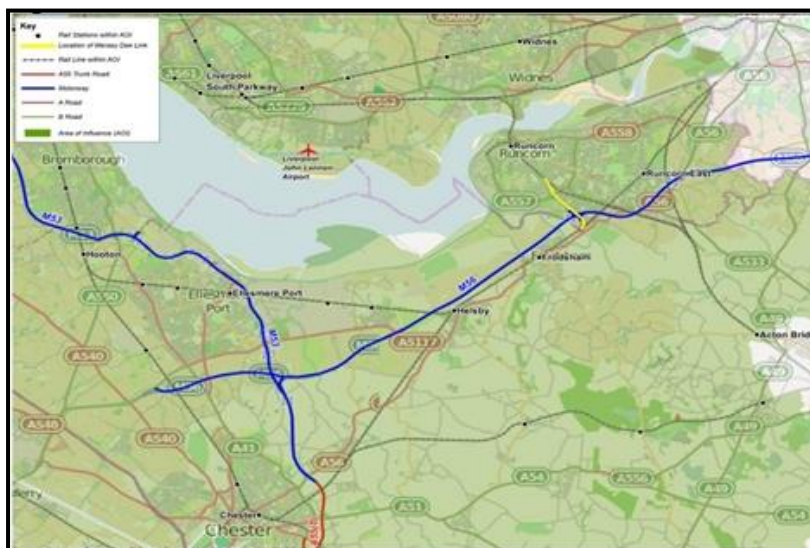


Figure 56 Halton Curve in yellow

and Wrexham, the remaining single line section between Wrexham and Rossett would need to be redoubled. For the avoidance of doubt, reference to additional services means those over and above those specified as part of the current North – South Journey Time Improvement scheme which is in the process of delivery.

Improved line speeds between Wrexham and Bidston

Network Rail is continuing to look at opportunities for closing Level Crossings (including user and footpath crossings) which remain the single biggest safety risk on the network. Track renewals have been completed on parts of this route. Where these track renewals have been undertaken, opportunity exists to raise line speeds subject to closing or upgrading level crossings. By delivering improved journey times along the route, this will also improve the performance of the route where current end to end journey time between Wrexham Central and Bidston to approximately one hour with minimal turnaround times at each end of the route.

Commuting into Shrewsbury from the Cambrian Main Line

No specific capacity issues are envisaged in peak hour commuting into Shrewsbury from origin points in the Welsh Route Study area. However, it is recognised that the ability to commute into Shrewsbury by rail from locations situated on the Cambrian Main Line (particularly Newtown and Welshpool) are currently constrained by the current timetable which offers limited morning peak arrival time opportunities and also limited evening peak departure time opportunities. With effect from May 2015, for a trial period of three years, Welsh Government is funding additional services on this route which will provide an hourly service during peak times and which improve the ability to commute into Shrewsbury from the Cambrian Main Line. These additional services will also provide improved connectivity into Aberystwyth at the west end of the route. Continuation of these services in the medium to long term will therefore deliver improved connectivity along the route. It will also provide additional capacity to meet any constrained demand and at such times as when services on the route are particularly busy either prior to the start of or at the end of student term times at Aberystwyth University.

Shrewsbury Crewe Junction – Wrexham General Station Overview

This route accommodates a mixture of long distance passenger traffic and freight traffic. The timings of trains onto and off this part of this route are heavily dictated by constraints at other major network nodes, such as Newport on the South Wales Main Line, and Birmingham New Street. In the longer term, freight growth forecast require the current number of passenger and freight services to increase.



Figure 57 the former Wrexham Shropshire Service

Cheshire Halton Curve rail could fully re-open in 2018

The Halton Curve rail line could be reinstated by 2018 after receiving a £10.4m funding as part of the government's Local Growth Fund. The 1.5-mile line runs between Frodsham Junction and Halton Junction and when fully reopened will improve links to Liverpool John Lennon Airport for communities in north-west Cheshire and North Wales. Work is planned for 2017 returning it to fully bi-directional working which will require the installation of new crossovers at Halton and Frodsham junctions with some upgrades to the track. Liverpool's Cllr Liam Robinson, chair of Merseytravel's Integrated Transport Authority, has previously said that Halton Curve "could be the key to unlocking so many more opportunities for people in our city region, North Wales and Cheshire".

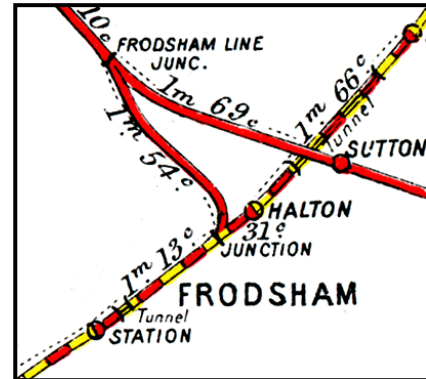


Figure 58 Halton Curve No 54

The Halton Curve was originally opened as a double-track railway by the London & North Western Railway on 1 May 1873 and allowed LNWR trains to run direct between Liverpool and North Wales. Passenger services consisted of local and long-distance express services, the latter running between Liverpool and destinations in North Wales. The line was also used by diverted main line trains during the period from 1964 until the 1980s. If the main line between Runcorn and Crewe was closed for engineering works, services were diverted via the Halton Curve and Chester.



Figure 59 Diverted Liverpool Lime Street London Service on Halton Curve 1970s

Growth Track 360



Figure 60 Growth Track 360

Growth Track 360 is a major campaign that has been launched to secure £1bn for rail improvements which can transform the North Wales and Cheshire regional economy and deliver 70,000 new jobs over 20 years. The campaign is being led by a cross-border alliance of business, political and public sector leaders.

- The doubling of frequency of trains between the North Wales Coast Line and Wrexham to Manchester through Chester,
- The investment in new, modern, better equipped rolling stock
- Creating new services between Liverpool and Liverpool Airport to North Wales and Wrexham via Chester (Halton Curve)
- Tripling journey frequency between Wrexham and Liverpool via Deeside and Bidston

Linked to the proposals would be improvements to stations to upgrade facilities and capacity and the creation of a smart ticketing system to make journey planning cheaper and easier. Also being sought is a new approach to franchises to improve services and upgrades to signalling and line speeds to enhance journey times.

The campaign is being driven by the North Wales and Mersey Dee Rail Task Force (NW&MD) and has the backing of the region's eight local authorities, the Cheshire and Warrington Local Enterprise Partnership, the Mersey Dee Alliance, the North Wales Economic Ambition Board, the North Wales Business Council and the West Cheshire & North Wales Chamber of Commerce.

Initial research suggests delivery of the improvements would lead to an estimated 70,000 new jobs across the North Wales and Mersey Dee region and the fast-tracking of economic growth so that GVA – the value of goods and services produced each year in the region – grows to £50.5bn in 20 years.

The proposals are regarded as an integrated and linked package of long-term investment that will require commitment to drive passenger use, reducing reliance on road transport.

Ashley Rogers, chairman of the North Wales Business Council, said: “Every sector of our economy and every community in the region would benefit massively from this long overdue investment. We cannot afford for this part of the UK to become a Cinderella region, left behind in the race for investment and in the Government’s ambitions for a Northern Powerhouse.”

Cllr Samantha Dixon, leader of Cheshire West and Chester Council, said: “This investment is essential if we are to create opportunities for generations to come. This investment would increase productivity and economic growth, increasing tax revenues and reducing unemployment across the region.”

Cllr Derek Butler, chairman of the Mersey Dee Alliance and cabinet member for economic development at Flintshire Council, said: “It is vital that our region gets this investment if we are to attract inward investment and talent. We have economic and business assets of national and international significance but cannot make the most of these without a rail system which meets our needs for the future.”

Colin Brew, CEO of West Cheshire and North Wales Chamber of Commerce, said: “Additional capacity and faster journey times on our rail network will reduce road congestion and massively improve commuter, tourist and freight movements across the region.”

The Welsh Government’s economy and infrastructure secretary Ken Skates said: “I welcome this report from the Rail Task Force. Rail services are a key component of our transport modernisation programme across Wales. Our vision is for a faster, more frequent, integrated transport service which places the needs of the passenger at its heart.

“Connecting people to jobs and businesses to growth opportunities is a must if the economy of North Wales is to continue to grow and reach its undoubted potential. The Growth Track 360 proposals set out a vision for rail in the region that unlocks the economic potential on both sides of the border.”

The campaign has already secured support for businesses across the region and has published Growth Track 360, Connected within an hour, which is being presented to senior Government figures in London and Cardiff.

Mr Rogers said: “We are also seeking a commitment to the acceleration of work on overdue projects, including North Wales coast signalling and line speed improvements, the Halton Curve line between North Wales and Liverpool, and north-south line speed improvements.”

One Integrated Network

- Extending more London Euston trains to Bangor/Holyhead
- Doubling frequency between North Wales Coast Line and Manchester through Chester
- Extending Manchester trains to Manchester Airport or Leeds
- Creating new services between Liverpool Airport and North Wales Coast/Wrexham
- Tripling journey opportunities between Wrexham and Liverpool

The Critical Investments

- Urgent completion of committed projects – £60m-£80m
- To complete outstanding projects in North Wales that will have a transformational effect on rail services including;
- North Wales Coast signalling and line speed improvements
- Halton Curve – new line between North Wales and Liverpool, via Runcorn
- North-South line speed improvements – partial redoubling between Chester and Wrexham

Chester station capacity and environment enhancements – £50m

- To increase the number of through platforms at Chester Station and allow more services to be extended towards the North Wales Coast and Wrexham
- To remove the Hoole Road Bridge barrier to electrification and realise the aspirations of the Chester City Gateway

Station facilities upgrades – £20m

- To provide enhanced environment, park and ride and bus-rail interchange at key stations in the North Wales (NW) and Mersey Dee (MD) region
- To attract and accommodate higher numbers of passengers at key stations throughout the NW and MD region **(This is where Cefn Station fits in very well with this scheme)**
- To increase public transport accessibility at Deeside Enterprise Zone by constructing a new station

Line speed and frequency increase – £50m-£100m

- A programme of further signalling and line speed enhancements, matched with a transformational franchise specification to improve journey times and frequencies on key routes including
- Holyhead to Crewe and Warrington via Chester
- Wrexham to Bidston via Shotton
- Wrexham to Chester

Prepare for HS2 – £750m

NOTE, although we (PKC Group) fully support this campaign for Regional Rail Improvement and Development to tie in with the Northern Powerhouse we are wary of this part and the expense involved with HS2. Also note the gross figure attached to this compared to the rest?

Integrated and Smart ticketing strategy – £20m

- To increase the accessibility of public transport services across the NW and MD area
- To make multi-model or multi-operator journeys easier, cheaper and more attractive
- To aid movement by public transport journeys beyond the boundaries of the NW and MD region

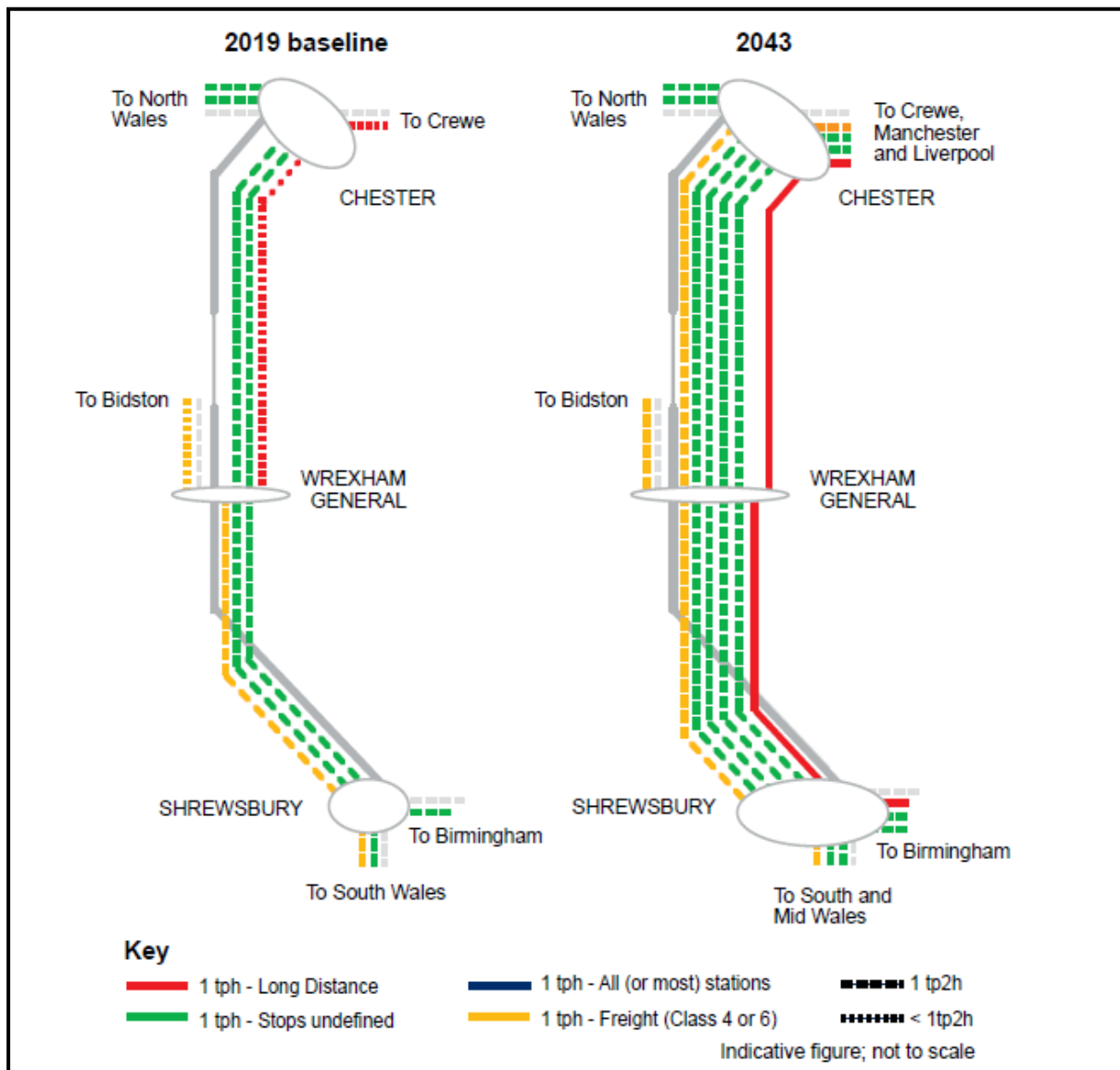


Figure 61 Wrexham to Chester service frequency forecast 2019 - 2043

The HS2 Question?

High Speed Rail 2, the PKC group ask is this worthwhile? It is now estimated to cost in the region of £50 Billion Pounds as of 2016 and is by a long mark the world's most expensive railway. Hence the nick name it has acquired as the world's fastest gravy train for some of the astronomical wages being paid. From every poll conducted on this approximately two thirds of the people of the UK vote against it so why is it going ahead? Since the planned route for [HS2](#) does not include Wales our own nickname for it is the Welsh by Pass.

Practicality and cost effectiveness? We would be more willing go along with it if it actually connected into the European rail system, so you could get on a train in Manchester or Birmingham and get off in Paris etc. but this will not be possible. People will have to get off the train in London, just like at present and make their way to St Pancras International to catch the Eurostar into Europe. So what is the point in building it and the associated cost as there is no real advantage over the present system other than a small time saving for a massive cost. [HS2](#) represents a new rail system that is not going anywhere that our present railways don't already serve and will come at a staggering cost to us all and the environment.

Although [HS2](#) is not coming to our community there will be a cost, as this is going to be a publicly funded exercise and therefore we as tax payers will be paying for it. So how much, again from reports we have seen at the present levels of expenditure without any further increases this has been estimated at a £1000.00 per family throughout the UK. So although hardly any of us will use it almost all of us will be paying for it. Unfortunately costs are also expected to rise significantly again as work progresses (just like all other publicly funded construction works) by another staggering £30 billion pounds which will just place further additional burden on us all.

Time saving, will it save time? The planned stations for it generally do not tie in with existing services and are very few and far between. They have to be for it to get up to its operating speed which in our opinion is well above what we need in the UK. Our cities are relatively close together and therefore what we need is connectivity especially in the east west direction such as proposed in the Northern Powerhouse which we do support. We do not need even faster trains whizzing past us travelling north and south where we have to travel further to get on them. There are already cases up and down the UK where rail services will take longer after the introduction of HS2.

Capacity, it is said HS2 is needed to free up capacity on the main west coast line and yet it is also planned to use the main west coast line for it, this does not make sense and will only lead to further congestion. If more capacity is required on the main west coast line a very cost effective solution would be to simply move the Holly Head to London services onto the former [GWR route](#) or our line, travelling to either [Paddington or Marlybone Station](#) and this would give Wrexham, Us and Shrewsbury direct London services for a minimal cost while freeing capacity.

In our opinion the money that HS2 will cost our community would be far better spent on a Railway Station for the Cefn & Cefn Mawr which will cost about the same and all of our people would be able to use it. Now that would be value for money.

International Connectivity with the Cefn & Cefn Mawr – The Ports



With up to 6 ferries sailing daily this gives very good connection with Ireland via Holyhead Port and Dublin and it is noted that the passenger count is in excess of 2M annually. This is an extremely busy service that Cefn Mawr is and can be well connected to by both Road and Rail. This is an opportunity that may well expand in the not too distant future.

Figure 62 the Irish Ferries



Figure 63 Liverpool

Liverpool has seen significant investment in its waterfront over recent years leading to many more sailings from the Pier Head at the City Centre. Cefn Mawr is connected to Liverpool by Road and Canal and when a new Railway Station is built by rail. Holyhead and Liverpool represent the two nearest significant ports where large numbers of passengers are handled which could also deliver custom to Cefn Mawr as a Tourist Destination and Transport Hub for the Pontcysyllte World Heritage Site, Dee Valley ANOB and South Wrexham.

International Connectivity with the Cefn & Cefn Mawr – The Air Ports



Figure 64 Liverpool Airport



Figure 65 Cardiff Airport



Figure 66 Manchester Airport



Figure 67 Birmingham Airport

Airport	By Road	By Rail
Birmingham	1.5 hours +	2 hours
Manchester	1 hour	2 hours 10 minutes
Liverpool	1 hour	2 hours 15 minutes
Cardiff	2.5 hours	3 hours 40minutes
Heathrow	4 hours +	3 hours 50 minutes
Gatwick	4 hours +	4 hours

Figure 68 Times to Airports

Note Birmingham Airport has direct trains running through Cefn Mawr to it along the Marchers Line.

Outcome 8: Reliable transport system

Unreliability is caused by a number of factors, most notably where demand exceeds supply, and is a particular problem at peak hours on both road and rail. The transport network needs to be carefully managed to achieve efficient, reliable and sustainable movement of people.

The Cefn & Cefn Mawr, Efficient & Reliable Transport

What this means People can plan journeys more reliably owing to better management of the transport network.

Rail, £44m has recently been invested in doubling up the Chester to Wrexham section of the Marchers Line and this will enable a doubling of service frequency from hourly to half hourly. This is effectively a 100% increase of service. This will help with the trains which are often over crowded at peak times.



Figure 69 the A483 and traffic congestion

Unfortunately the same cannot be said for the A483 which is regularly overcrowded with long tail backs at peak periods. It would not doubt cost many more millions to double the capacity of the A483, so the mere £44M spent on the railway line favours very well with this. Once again by providing a Railway Station in Cefn Mawr for the second largest community in Wrexham more people will use the railway as opposed to driving and this will help in reducing the traffic congestion problems on the A483. This will also obviously comply with the WAG planning and result in more cars left at home.

Outcome 9: Freight

The freight industry is a critical sector of the economy in its own right. It underpins the economy, making sure that people have the goods and services that they need. Reliable journey times are particularly important for the freight industry. Wales is an important link in the Trans-European Network so freight traffic has an international as well as domestic dimension. Our wider objectives require an increase in freight moved over rail and water, which in turn requires effective integration with the road network. We will promote modern freight interchanges and ensure the best use is made of existing roads to cater for freight movement, which means they must be equipped to handle the flow of traffic.

The WAG would like to see a significant increase in the freight moved in and out of Wales by rail and coastal shipping. Improvements to the existing road network ensuring free flowing, safe movement of freight traffic. Enhanced rest facilities for freight drivers in Wales with improved modal connections.

Cefn Mawr & Freight

Here is a simple shelf idea for freight solely by the PKC Group at present. This is for a regional Tesco Freight Distribution Terminal at Cefn Mawr on the Rhosymedre Industrial Estate.



Figure 70 DIRFT

The Daventry International Rail Freight Terminal is a main distribution center for Tesco.



Figure 71 Tesco at DIRFT



Figure 72 Tesco Rail & Less CO2

Rhosymedre Industrial Estate is largely underused but is immediately next to the railway line and has good road access to three main roads that serve North Wales, the A5, A539 and A483. With a correctly set up container handling facility a train load of 20 containers for the Tesco stores could be unloaded in just over three hours. Therefore a complete train could be unloaded at night between passenger services direct from the line between midnight and 0400 in the morning. The containers would then be distributed around North Wales via HGV in the normal manner to the various stores. The big advantage here is that the store in Cefn Mawr could then be supplied directly by rail with no road transport required. Well it is an idea that would save on CO2 and bring more work to our area while satisfying all the indicators for the WAG.



Figure 73 Suitable Beam Type size of Crane for Freight Transfer



Figure 74 Suitable Mobile Crane for Freight Transfer

Outcome 10: Visitor attractions, green spaces and the countryside

Tourism is vital for the economy of Wales. Tourists and local people need to have access to the wide variety of cultural, built and natural visitor attractions in Wales – and efficient, safe and reliable transport networks and services support the industry. Encouraging as many visitors as possible to use public transport, walking and cycling also contribute to the sustainability of the tourism sector. Visitor attractions, such as open spaces, footpaths and cycle ways also provide core infrastructure for encouraging healthier lifestyles. We aim to improve access to such links. The unique geography of Wales provides the basis for many of our country's most popular tourist attractions. This underlines the need for a sustainable approach that safeguards our environment for future generations.

Improve sustainable access to key visitor attractions

People have the opportunity to experience Wales' coast and countryside, and the associated visitor attractions and appreciate their distinctiveness, so raising economic prosperity and the social and cultural well-being of people in Wales. People should have access to the countryside and key visitor attractions, including modal choice.

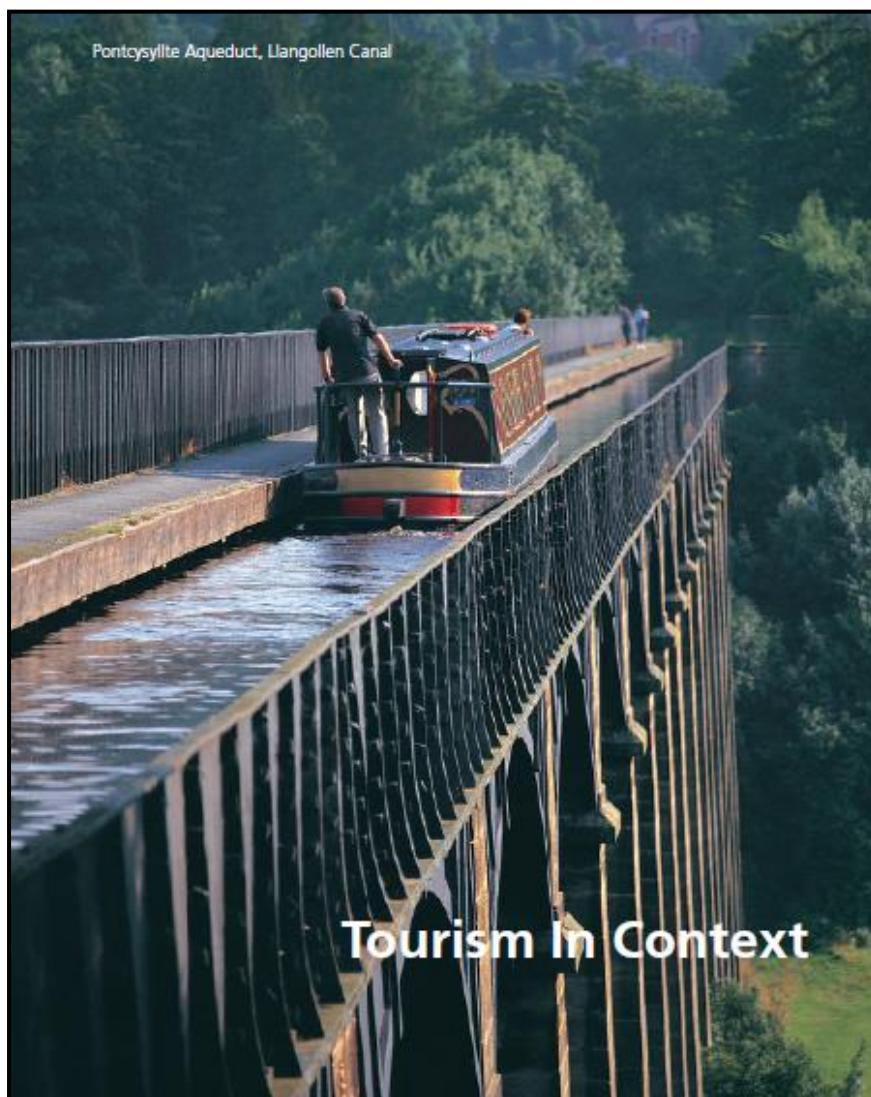


Figure 75 Pontcysyllte Aqueduct Context

Cefn Mawr & Access

As has been shown already our community has a lot to offer and wants and needs access to the key attraction which is currently denied although our community is immediately adjacent. By breaking down the barrier between our community and the Pontcysyllte Aqueduct this will encourage tourism into our community instead of being left out, as at present. This will then serve to form a cohesive community instead of a divided community, leading to sustainable economic development in the central section of the WHS. Therefore the situation needs to be put in context, corrected and not ignored.

3.4 Environmental outcomes

Outcome 11: Sustainability of the transport infrastructure & Materials

We in Wales use more than our fair share of global resources and a more sustainable pattern of consumption and production is needed to reduce our impact on our planet's fragile environment. We need to get more from less – focusing on efficient production, recycling and minimisation of waste.

WAG leading indicators as per WTS:

- Percentage use of sustainable resources in maintaining transport assets.
- Percentage use of sustainable resources in constructing new transport infrastructure.
- Proportion of new transport schemes with Civil Engineering Environmental Quality Award (CEEQUAL award).

Reuse of Materials in Transport Infrastructure for the Cefn & Cefn Mawr

In this document and all PKC proposals for Cefn Mawr we are advocating the reuse of materials and a classic example of this is the Windborne Gateway Interchange as opposed to building new.



Figure 76 Windborne Gate 2015

We need this area opening up to give direct access to the Pontcysyllte Aqueduct and will give us a central parking area where people can be persuaded to leave their cars and explore the wider area of the Cefn & Cefn Mawr rather than driving off after seeing the aqueduct only. This is also then making use of a Brownfield Site, rather than encroaching on Greenfield sites.



Figure 77 Jessop's Tramway 300mts

We need this 300mts section of what was Jessop's Tramway reopening to provide an initial and positive connection between the village centre of Cefn Mawr and the aqueduct. This will then start the delivery of the tourist trade into Cefn Mawr, the regeneration of our economy and the Sustainable Tourism Development of our community.



Figure 78 Stone Wall Repairs American Hill

Where ever possible we work in local materials such as Cefn Sand Stone a favorite building material or used brick. Here repairs are being made to the stone walling on American Hill or Crane Lane. We also use traditional lime mortar and plaster on a regular basis and look at making worthwhile improvements to our community where ever we can. This saves on demand for new materials and reduces our carbon footprint as well as saving money in the long run.



Figure 79 Materials ready for Reuse



Figure 80 the Ebenezer on Cefn Square

Reusing Windborne Gate as an interchange and reopening Jessop's Tramway will allow us to reuse / reopen this building as a Visitor & Arts Centre for the World Heritage Site at the centre of our community. This will increase foot fall in our community and allow us to run this building viably which has not been possible before or will be without the necessary supporting transport infrastructure.



Figure 81 Cefn Railway Station Cutting

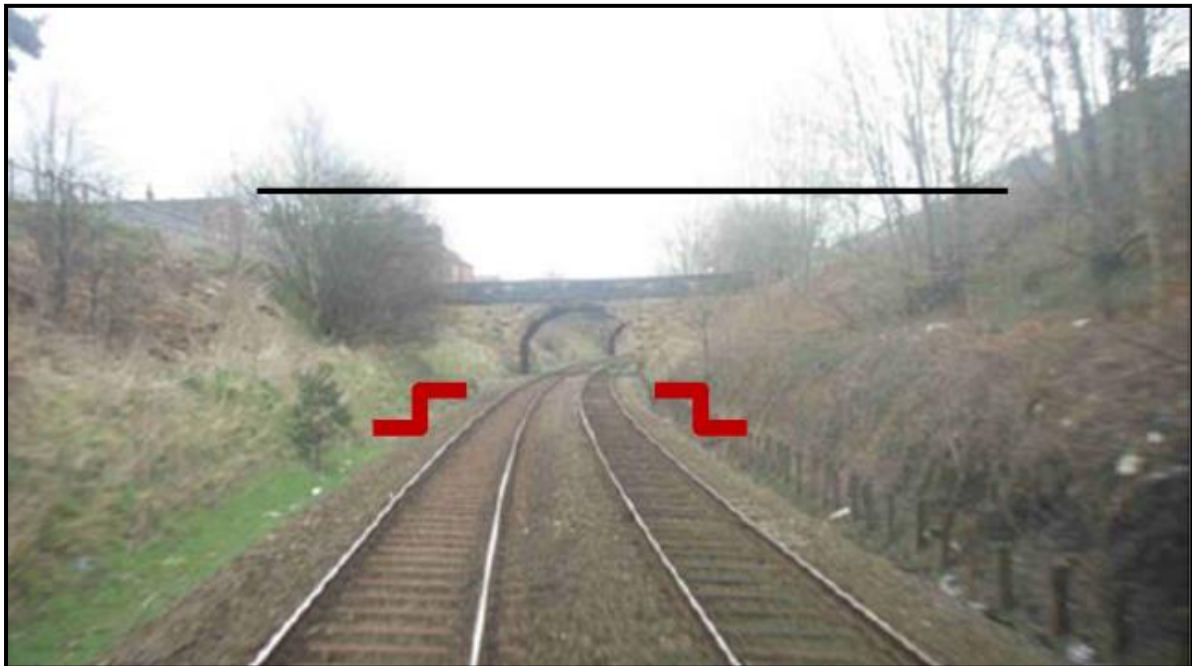


Figure 82 Cefn Railway Station Line

The proposed [Cefn Railway Station](#) will significantly increase the sustainability of this line by getting a lot more people to use it. This will increase the efficiency of our rail transport system along the Marchers line in with some of the very good results show in South Wales. RAIL travel is taking more of the strain for travellers in Gwent, with stations across the area enjoying major increases in use during the past 10 years. Station usage figures for 2014/15 released by the Office of Road and Rail (ORR) present a mixed picture compared to the previous year, with some stations seeing an increase in use and others a decrease. But when compared with 2004/05, last year's figures reveal that the previous decade has been one where rail travel has become an increasingly popular option.

The Cefn, Cefn Mawr & WTS 2016

Gwent's main railway station at Newport saw a total of 2,388,504 entries and exits - the headline usage measure used by the ORR - during the year to March 31 2015. This was an increase of four per cent on the previous year, and more than 30 per cent in 10 years. The number of interchanges by passengers at Newport also more than doubled during the decade, to almost 567,000.

Newport is on our line and although our community is smaller the Cefn Station will end up serving a much wider community, that of the Dee Valley as far as Bala with ample park and ride facility in an easily accessed location.

Other stations in Gwent fared even better compared with 2004/05, with Severn Tunnel Junction leading the way. Last year (2014) it recorded 238,634 entries and exits, up almost 11 per cent on the previous year, and more than double the usage from 2004/05. It has a growing role as an interchange for trains to the Midlands and the North, and to the south and south west, is highlighted by an almost five-fold increase in interchange figures during the decade, 38,000 last year (2014).

Cefn Mawr's big kick will be as an intermodal interchange between Road and Rail via large park and ride facilities with the major roads surrounding our community serving the Dee Valley and south Wrexham and the Pontcysyllte WHS. Secondly there will be the intermodal for Rail and Marine with the development of the Plas Kynaston Canal & Marina facilities at Cefn Mawr, and then the tourist's trade of foot and bicycle and our own local peoples needs. Cefn Station will be busy.

Chepstow, subject in recent years of calls from pressure groups for more services to stop there, had 231,080 entries and exits last year (2014), more than double the figure for 2004/05. Cwmbran's 353,592 entries and exits was 92 per cent up on 10 years ago, while Pontypool and New Inn saw a 46.7 per cent increase over 10 years, to 58,504 last year (2014). There were more than 425,000 entries and exits at Abergavenny station last year (2014), up nine per cent on the previous year, and up 52 per cent on 2004/05. Caldicot station too is thriving, its 96,324 entries and exits last year (2014) representing a 61 per cent increase on 2004/05

Ten years ago, there was not an Ebbw Valley line, but since it opened in 2008 it has provided a vital and popular means of travel for people from stations at Ebbw Vale Parkway, Llanhilleth, Newbridge, Cross Keys, Risca & Pontymister, and Rogerstone. New stations have opened in the past 18 months at Pye Corner and Ebbw Vale town. In 2014/15 the entry and exit figures for Ebbw Valley line stations, excluding Cardiff, topped 800,000.

These examples are not limited to Wales, take for instance the success of the new Borders Railway line in Scotland. Since opening the new Borders railway line linking Edinburgh to Tweed bank and Galashiels in September 2015, more than one million people have used the line, (2016).

We need to get connected in Cefn Mawr and get on the train to sustainable development. The annual passenger count increase for the past 10 years has been in the order of 4 to 5% year on year and this is a growing industry. At Cefn Mawr we have a key location that needs to be realised for a station to promote the efficiency of the Marchers / Chester to Shrewsbury Railway Line getting more people to use the railway line in preference to private transport and being stuck in long traffic cues. This is using materials and assets smartly, wisely and efficiently.



Figure 83 the Scar of Cefn Mawr

The ex-Monsanto works during demolition in 2010 at the centre of our community. A small section of the works was kept running until 2015 supplying DuPont with nanotechnology material. Then the remaining section was closed and the site was cleared and now in 2016 it remains as a barrier between our community and the aqueduct. Please also note that the large construction sheds further on are those of the former Air Products plant that has also been closed and demolished. Both sites stand vacant and fenced off imposing dead barriers to our community prospects to Sustainable Tourism Development. This has to stop in compliance with WAG WPP and the FGA 2015.

Therefore we need to reuse or recycle these Brownfield sites in useful ways that will benefit our community and contribute to the National Wels Economy. This is the ultimate reuse of materials for our community and can be done so with the full reinstatement of the Plas Kynaston Canal all the



Figure 84 Bridge over Plas Kynaston Canal

way to the Queens Hotel in Cefn Mawr and construction of the largest marina that we can manage to give the maximum holding capacity possible north of the Pontcysyllte Aqueduct. Marine transport is the key through the inland waterway network to maximising the efficient use of this Brownfield site in our community. Here we can see one of the original bridges still intact that can be reused on the canal in the ex-Monsanto site.

Outcome 12: Greenhouse Gas Emissions

Connecting the nation can have a real impact on achieving the Welsh Assembly Government's environmental targets, including its commitment to annual carbon equivalent emission reductions of three per cent by 2011. We will be working to put transport onto a less carbon intensive path by encouraging travel by more sustainable modes, particularly low or zero carbon options such as walking and cycling. We will also be working to improve the carbon efficiency of all modes. Road traffic is the fastest growing source of greenhouse gases in Wales, now its third largest source. With 19 per cent of all journeys in Wales less than one mile, and 63 per cent less than five miles, there is potential for a switch from cars to more sustainable modes, such as walking, cycling and buses. While air travel is a global issue, Wales should also play a role in ensuring the sustainable evolution of air travel.

The Cefn & Cefn Mawr and Greenhouse Gas Emissions

This document clearly shows how the Cefn & Cefn Mawr can make practical steps to achieve this outcome in very real terms while regenerating our economy at the same time and contributing to the Welsh GDP and in summary:

Initial Works & Effects

1. The Windborne Gateway Interchange, Jessop's Tramway, The World Heritage Site Arts & Visitor Centre at the Ebenezer and the required supporting Brown & White Tourist Information Signage will encourage the 2-300,000 thousand visitors to the aqueduct, mainly arriving by car, to explore the wider area of the Cefn & Cefn Mawr rather than drive off. This will mean that the engines are not running for longer periods and that means LESS CO₂ & NO_x. Furthermore while these people are venturing into our community rather than driving off, this will help regenerate our community's economy.

The estimated costing for the transport infrastructure to do this is a very modest, £500,000 and we are hoping that WCBC, CRT and Eastman's will work with us.

Long Term Works & Effects

2. To move on to the long term works it is necessary to complete the initial works first and start the process turning our economy around from post-industrial to Sustainable Tourism Development, which we can do very well at. The long term works are Cefn Railway Station and the Plas Kynaston Canal & Marina. These projects are major capital investment schemes at approximately £8M for Cefn Railway Station and £15M for the Plas Kynaston Canal & Marina, which has to deal with the ex-Monsanto site. However the net reduction in CO₂ and NO_x that can be achieved with these improvements to our transport infrastructure, while at the same time rebuilding our economy on a sustainable basis, would be hard to beat or replicate elsewhere.

Outcome 13: Adapting to climate change

The impacts of climate change for the next 30-40 years are largely set by emissions that have already occurred and planning future transport system must take account of them. Key impacts for the transport sector include increased flash flooding because of heavier rain, flooding and erosion – as well as landslips and high summer temperatures affecting road surfaces and rails. Our transport networks will need to be adapted to cope with these threats, and there will be opportunities to contribute to wider resilience, for example in flood defence or providing storage capacity for early inundation. Climate change leads on to changes in habitat and species – and transport has a role to play in supporting habitat connectivity. Increased air pollution, with attendant health risks, is also likely during hot periods in the summer. Again transport will have a role to play in dealing with this threat by minimising emissions of air pollutants.

The Cefn & Cefn Mawr adapting to Climate Change

The Cefn & Cefn Mawr is relatively unaffected by flooding and fortunately although we live on the route of the Dee River, the second largest river in Wales, most construction is well above the flooding region. However there is a need for adequate storm drainage at Acrefair. Flash flooding occurs along the A539 because of the former open cast Delph Coal Works not having adequate natural surface drainage or manmade drainage via the former underground mine workings and adit systems.

Flash flooding also needs to be controlled in the ex Monsanto site with the large expanses of flat concrete left after the demolition of the works over recent years and the culvert which Tref-y-nant Brook leads through needs to be maintained and kept clear. Tref-y-nant Brook and Abernant Brook have very large catchment areas on Ruabon Mountain. However with the correct planning, implementation and management this can be harnessed to our advantage and provide a micro hydro eclectic scheme which will produce most power when needed, i.e. in the winter. Please see

[The Cefn, Cefn Mawr & PPW 2016](#)

What was traditionally a problem for our community in the 1800s was the supply of water. The larger part of the community of the Cefn & Cefn Mawr is built on dry area, hence not at risk from flooding but will become dryer in times of drought. Well Street in Cefn Mawr village centre gets its name from what has been called Watkins Well, now below Festival Fireworks and is actually a part of the old adit system for the Cefn Colliery.

As for risks to our transport system as of climate change at the Cefn & Cefn Mawr the only significant risks are erosion of the footings of the both the Pontcysyllte Aqueduct and the Cefn Viaduct in the bed of the River Dee. Therefore all the more reason to ensure these are well used which will in turn ensure that footings are well maintained.

Furthermore the canal system can be used to dissipate flood water and control surface runoff such as at the ex – Monsanto site, and so yet again putting a climate change variable to a useful output by contributing to a micro hydro eclectic generation scheme.

Outcome 14: Air pollution and other harmful emissions

Emissions from transport create a range of pollutants that are harmful to human health and the environment. Reducing traffic emissions will play a key role in improving air quality. Air pollution has serious health impacts, particularly for the most vulnerable in our society. Technological advances in pollution abatement equipment, particularly for public transport, can reduce the harmful emission of nitrogen oxide, particulates, carbon monoxide and hydrocarbon.

The Cefn & Cefn Mawr, Air pollution and other harmful emissions



Figure 85 Children's Play Ground & Reads Yard Parking

If this is the desire of the WAG why is WCBC and other third parties insisting on using Reads Yard immediately adjacent to the children's playground as one of the main parking areas? Furthermore why are they also persisting sending the bulk of the traffic for the Pontcysyllte Aqueduct through a residential area when there is a much better choice available at the Windborne Gate which can be accessed without intruding on the community?

As for the Cefn & Cefn Mawr making significant reductions in emissions of CO₂ and NO_x this can be achieved through the Windborne Gateway Interchange encouraging a far larger number of people than can be accommodated at Reads Yard, to stay out of their cars for far longer while exploring the whole of the Cefn & Cefn Mawr instead of just walking over the aqueduct and then driving off. The second biggest reduction will be by encouraging a lot more people to use Rail transport through the provision of Cefn Railway Station which will be in walking and cycling distance of most.

Outcome 15: The local environment

At the local level, transport has major impacts on the natural and built environment and on people's ability to move around their communities. Pollutants from transport systems and construction of transport projects can affect rivers and reservoirs. Water courses can be polluted by particulate matter, salt and de-icing chemicals. Noise and vibration made by vehicles disrupts people's quality of life, while poorly designed, excessive or badly positioned lighting can have an adverse effect on the locality. The transport infrastructure itself can have a divisive effect – for example, when roads cut across neighbourhoods and inhibit social interaction.

The Cefn & Cefn Mawr and the local environment



Figure 86 First Sustain Wales Meeting in North East Wales

At the first Cynnal Cymru / Sustain Wales meeting in North East Wales Local Councillor Pat Jeffers reported yet again that the residents of Trevor were fed up of the traffic congestion caused by the tourist traffic at the Trevor Basin visiting the aqueduct. So yet again we say to WCBC and other third parties that DO NOT LIVE IN THE AREA, listen to us, and work with us to set up the Windborne Gateway Interchange. This will provide a significant improvement on the impact of transport on the local community while fostering economic regeneration and reducing air pollution and other harmful emissions. This is a primary goal of the PKC and the programme for Sustainable Development for the Cefn & Cefn Mawr. There is absolutely no need for this continued negative impact on our local community year in and year out and it must stop.



Figure 87 the Windborne Gateway Interchange

The Windborne Gateway Interchange can give large capacity parking that can be easily accessed from the A539 without having to drive through a residential area and is not adjacent to a children's play area. It reuses a brown field site that is already hard surfaced and fit for purpose. This means it reuses a lot of existing materials instead of having to use new, which again complies with all WAG WTS guidance. Furthermore from this central location Cefn Mawr and the aqueduct are equal distances, 500mts in either direction. Therefore it can be safely assumed that with the correct signage, footpaths and limited byways such as Jessop's Tramway for horse drawn hackney services, a transport system that does not produce any harmful emissions, a reasonable proportion of the people visiting the aqueduct can also be encouraged to explore the wider area of the Cefn & Cefn Mawr.

By setting the World Heritage Visitor centre up in the currently vacant Ebenezer Chapel this will reuse an existing building instead of building new and will give a big incentive to more people to come into Cefn Mawr. This influx of people will allow the Ebenezer to operate viably for the first time as the foot fall will be sufficient and this increase will also benefit the local economy allowing it to become based on Sustainable Tourism Development. Therefore this will remove negative impacts on our community, maximise the use of available materials and facilities and promote the regeneration of our local economy. This is truly good management for our area.

The WBG will also save a Greenfield that was planned for a car park extension at a cost of £200,000 in the second master plan by WCBC and other third parties that do not live here in 2014.



Figure 88 Greenfield why make it a car park?

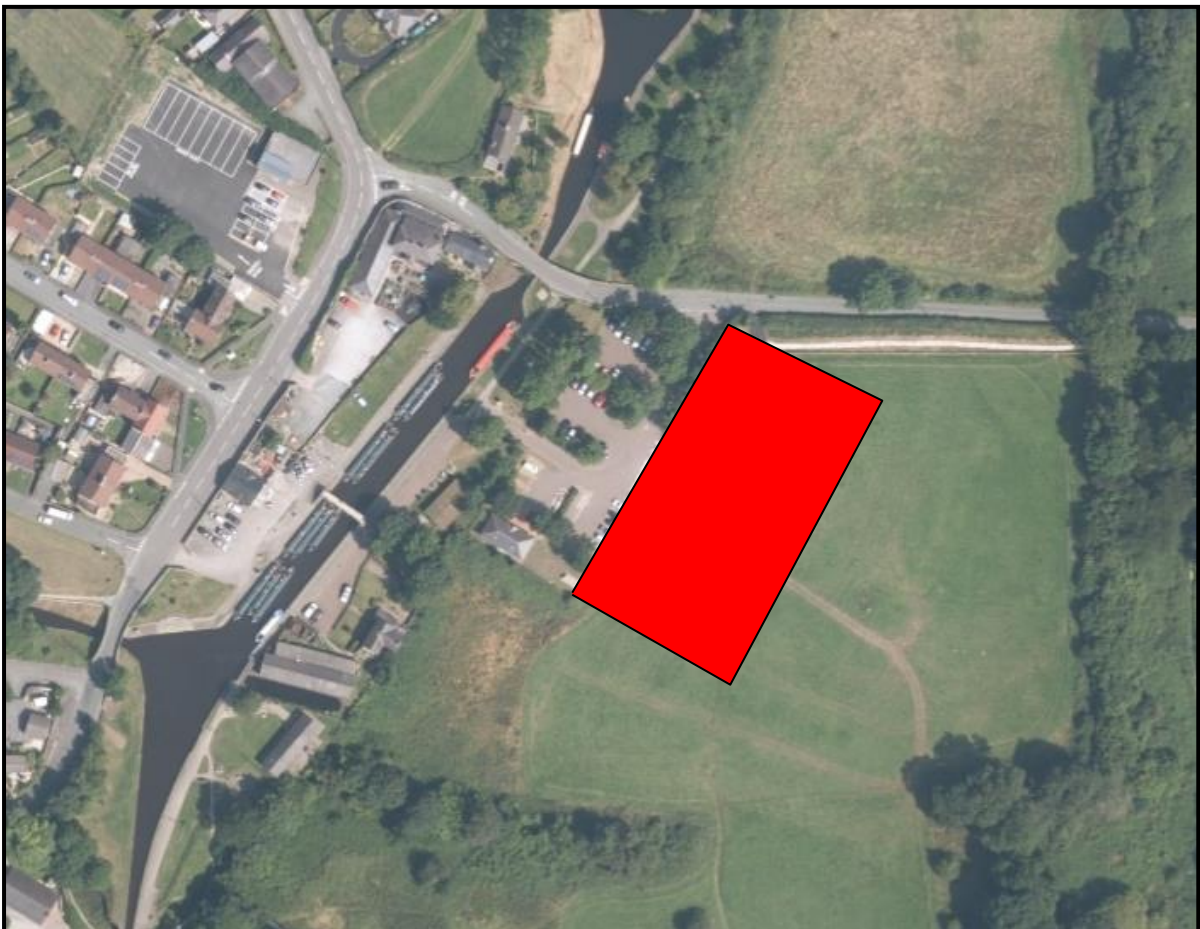


Figure 89 Greenfield why make it a car park?

Chapter 16: Our heritage

Wales is rich in cultural heritage, including world heritage sites, listed buildings and conservation areas; and it is important to respect the local distinctiveness of our diverse landscapes and townscape. Close links will need to be made with the vision for landscapes set out by the Environment Strategy Action Plan, and the Wales Spatial Plan's measures for retaining our country's diversity.

The Cefn & Cefn Mawr Transport Heritage

The Cefn & Cefn Mawr is rich in transport heritage and the proposals here all coordinate and complement the existing transport and look at reinstating some of our previous transport links that can now make positive contributions on all fronts, i.e. socially, economically and environmentally.

Full reinstating the Plas Kynaston Canal all the way to the Queens Hotel in Cefn Mawr is the best way to reconnect Cefn Mawr directly to the inland waterway network and is then reusing and preserving a canal. This is preserving our heritage in the best possible way by putting it back to work for us.

Jessop's Tramway, equally as old as the canal is another major part of our local transport heritage infrastructure that has for far too long been forgotten but can now be used for its original purpose, but in reverse. JT was originally constructed to bring trade to the canal when economic disaster had befallen the canal company with the termination of the canal at Cefn Mawr rather than continuing on to Chester. JT worked very well and transformed the canal into a profit making enterprise. Now the same principle can be used in reverse, i.e. JT can be used to bring trade from the Trevor Basin and the canal which is very busy into Cefn Mawr which is currently in economic decline. Hence once again we can use our transport heritage to promote the future prosperity of our community.

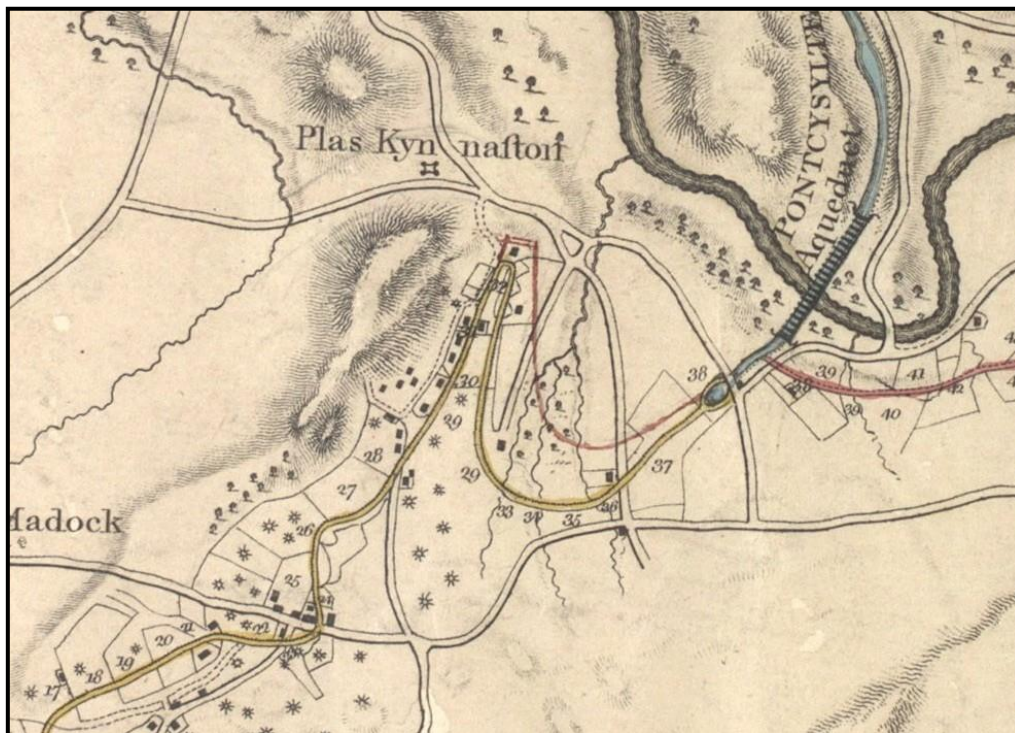


Figure 90 Jessop's Tramway 1803 in yellow



Figure 91 Crane Street Cefn Mawr joining Jessop's Tramway 1900



Figure 92 Crane Street Cefn Mawr joining Jessop's Tramway 2016

[Jessop's Tramway](#) was an extremely important step in the early industrial transport history of Cefn Mawr, Wales and the Transport Industry. This tramway saw the important transition from plateways to edge rails for the train's of wagons. This is why it is called Jessop's Tramway as it used his new type edge rails which meant loads had to be switched at the between the two different systems which required a crane, and hence the Crane in Cefn Mawr that Crane Street leads to.

The Cefn, Cefn Mawr & WTS 2016

[The Cefn Railway Station](#), the railways have been with us for over 150 years but Cefn Mawr lost its connection to the railways with the Beaching cuts in the 1960's. We used to have halts at Rhosymedre and New Bridge before which were well used by the local population. However we now have the opportunity for a new station at Cefn Mawr adjacent to the Tesco supermarket. Again this is putting our transport heritage to very good use and will ensure its future without the necessity for continual funding, because it will be working in its own right.



Figure 93 Cefn Station before closure in the 1960's



Figure 94 Simple Halt Station

All that is required for Cefn Mawr are two simple platforms in the cutting between Tesco and the Rhosymedre Industrial Estate with simple full accessibility for all, Railways for All our People.

The Cefn, Cefn Mawr & WTS 2016



Figure 96 The Ebenezer 2016

The Ebenezer, again 150 years old and supposed to be the lead regeneration project by the THI. Despite £1.5M spent on the building and a further unknown sum but estimated in the region of £800,000 in council funding to run it, it has proved to be a failure and is generally not liked. It has now been closed for over 4 years since early 2013. It was originally occupied and operated by the DVCP who offered rental space to local small businesses but since the footfall was low and trade poor tenants left. In 2012 the council funding for the DVCP was cut from £90,000 a year to £40,000, which the DVCP could not manage on and as it closed Tesco opened their new store causing a reduction in what little footfall there was.

However it could be reopened as an Arts & Visitor Centre for the WHS which would change its fortune and attract a lot of people into our community allowing it to operate on a commercially viable basis rather than dependant on continued and unrealistic local authority funding. This would then make it popular with our community and so this would preserve and ensure its continued future, rather than suffer from the vandalism that is starting to take its toll. Furthermore this would also secure the good work done by the THI in our village over the last 10 years rather than let in fall into disrepair and go to waste in continued economic decline.



Figure 95 The Townscape Heritage Initiative Cefn Mawr

Outcome 17: Biodiversity

The Biodiversity Action Plan (BAP) process ensures that action plans are developed for each key species and habitats, on land and in the sea. Local Biodiversity Action Plans identify key species and habitats for each local authority area. Public authorities, including the Welsh Assembly Government have a duty under Section 40 of the Natural Environment and Rural Communities Act 2006, in exercising their functions, to have regard, so far as is consistent with their proper exercise of those functions, to the purpose of conserving (which includes protection and enhancement) biodiversity. UK and European legislation sets out the requirements for the protection of a number of habitats and species found in Wales. For instance the UK Conservation (Natural Habitats) Regulations 1994 for European Protected Species (EPS) set out strict criteria for when licences can be obtained for activities which may harm them

The Cefn & Cefn Mawr & Improved biodiversity through improved transport

Biodiversity, both for land and marine environments, to be protected and enhanced when improving or developing transport measures, and this is exactly what we are planning here, the full extension of the Plas Kynaston Canal all the way back to the Queens Hotel in Cefn Mawr set in a park land environment will be a marked improvement in the biodiversity habitat over the currently disused ex Monsanto Chemical Works site.



Figure 97 ex Monsanto Site at the rear of the Queens Hotel

Reinstating the canal back to Cefn Mawr at the rear of the Queens Hotel will make a big difference to this and drastically improve the habitat for biodiversity along the canal and marina basin. This is Blue Green engineering for the future of our community.



The Blue Green Concept

The Blue-Green Concept is to reintroduce the natural water cycles into urban environments and provide effective measures to manage fluvial (river) and pluvial (run off surface water) flooding while championing the concept of multi-functional green space and land use to generate multiple benefits for the environment, society, and the economy. The idea is derived originally to improve the environment in cities where visible water in cities has massively declined in the last century and many areas are facing future water scarcity in response to changes in climate, land use and population. This is similar to the situation that we face with the ex-Monsanto site at the heart of our community in Cefn Mawr. The Blue-Green concept involves working with green and blue infrastructure components to secure a sustainable future and generate multiple benefits for the environmental, ecological, social and cultural spheres. This requires a coordinated approach to water resource and green space management from institutional organisations, industry, academia and local communities and neighbourhoods.

The natural water cycle is characterised by high evaporation, a high rate of infiltration, and low surface runoff. This typically occurs in rural areas with abundant permeable surfaces (soils, green space), trees and vegetation, and natural meandering water courses. Unfortunately this cycle has been interrupted at the Delph with a large catchment area causing surface runoff to appear on the A539 at the top of a hill and not in the path of a natural water course. This is a bad example of land management and improvements need to be made, not ignored. In contrast, in urban environments (and this is the same as the ex-Monsanto site which has large expanses of concrete) there is more surface runoff, less infiltration and less evaporation. Green and blue spaces are often disconnected.

The lack of infiltration in urban environments may also reduce the amount of groundwater, which can have significant implications in some locations in times of drought. In urban environments water is quickly transported over the impermeable concrete, spending little time on the surface before being redirected underground into a network of pipes, sewers and storm drains.

However, these conventional systems ('grey' infrastructure) may not be sustainable, particularly in light of potential future climate change. They may be highly expensive and lack many of the multiple benefits associated with Blue-Green infrastructure.

Land planning and engineering design approaches in the Blue-Green concept aims to be cost effective, resilient, adaptable, and help mitigate against future climate change, while minimising environmental degradation and improving aesthetic and recreational appeal. Key functions in Blue-Green concept include protecting natural systems and restoring natural drainage channels, mimicking pre-development hydrology, reducing imperviousness, and increasing infiltration, surface storage and the use of water retentive plants. A key factor is interlinking the blue and green assets to create Blue-Green corridors through the urban environment.

Blue-Green Cities favour the holistic approach and aim for interdisciplinary cooperation in water management, urban design, and landscape planning. Community understanding, interaction and involvement in the evolution of Blue-Green design are actively promoted. Blue-Green Cities typically incorporate sustainable urban drainage systems (SUDS), a term used in the United Kingdom, known as water-sensitive urban design (WSUD). Green infrastructure is also a term that is used to define many of the infrastructure components for flood risk management in Blue-Green Cities.

Many infrastructure components and common practices may be employed when planning and developing a Blue-Green environment, in line with specific local objectives, e.g. water management, delivery of multi-functional green infrastructure and BAP, Biodiversity Action Plans. Blue-Green planning actively works with existing grey infrastructure to provide optimal management of the urban water system during a range of flood events; from no flood, to minimal flooding, to extreme rainfall events where the drainage system may be exceeded. The key functions of Blue-Green infrastructure components include water use/reuse, water treatment, detention and infiltration, conveyance, evaporation-transpiration, local amenity provision, and generation of a range of viable habitats for local ecosystems. In most cases, the components serve several functions.

Water management components in Blue-Green ecological planning are part of a wider complex "system of systems" providing vital services for urban communities. The urban water system interacts with other essential infrastructure such as information and telecommunications, energy, transport, health and emergency services. Blue-Green planning aims to minimise the negative impacts on these systems during times of extreme flood while maximising the positive interactions when the system is in the non-flood state.

Key barriers to effective implementation of Blue-Green infrastructure can arise if planning processes and wider urban system design and urban renewal programmes are not fully integrated.

A classic example of this is in our community today in 2018 where our economy is in decline, and we are isolated from the inland waterway network by the ex-Monsanto site. This isolation by a large area of disused concrete is positively detrimental to our community and needs remediation.

Chapter 4 – WAG Focusing our work & strategic priorities:

Make maximum use of existing infrastructure. WAG will take action to make journeys more reliable and ensure better integration of all modes of transport.

- Promote more sustainable and healthy forms of travel. WAG aim to make walking and cycling the first choice for shorter journeys and make public transport an attractive choice for longer journeys.
- Minimise the demands on the transport system. For example, WAG will adopt land use policies that take into account effects on demand for transport, with good public transport access for major destinations. WAG will also encourage home working and use of Information Technology to cut the need for daily travel.
- Use the Welsh Transport Appraisal Guidance (WelTAG) to ensure that all costs and benefits of new transport schemes to the economy, society and environment are considered in a systematic way. Furthermore, there will be a Health Impact Assessment of the more detailed National Transport Plan.

WAG strategic approach & priorities

- Reducing greenhouse gas emissions and other environmental impacts from transport.
- Integrating local transport.
- Improving access between key settlements and sites.
- Enhancing international connectivity.
- Increasing safety and security.

WAG Reducing greenhouse gas emissions and other environmental impacts

One Wales recognises the need to tackle the threat posed by climate change and commits the Welsh Assembly Government to promote sustainability. A more sustainable transport system has a vital role to play in ensuring that we live within the limits of our natural systems. This requires an overall reduction in greenhouse gas emissions. This does not rule out new infrastructure; however it means any new infrastructure should be assessed as part of the total transport solution to the identified problem.

Evidence suggests that short to medium term improvements are likely to stem from enhanced fuel efficiency, use of bio fuels and behavioural change (such as driving more economically and switching to walking, cycling and public transport). While there are considerable uncertainties about the rate of future technological developments the recent King review of low carbon cars shows that in the long term the relative cost of low carbon technologies for cars will decrease significantly. We believe that transport should play a full role in contributing to greenhouse gas reductions. The Welsh Assembly Government is committed to developing a target for reducing carbon equivalent emissions from transport as set out in One Wales. Detailed targets will be set across the Assembly Government as a whole to achieve the three per cent per year target in One Wales.

WAG are determined to put transport onto a less carbon intensive path – the pace at which this is done will be determined as part of the Welsh Assembly Government’s overall policy. Further interventions to deliver reductions (such as national speed limits, higher fuel charges, air fuel duties etc.) will operate at a UK or European level. The principles of making better use of existing infrastructure; more use of walking, cycling, public transport and park and ride schemes; and minimising the need to travel will all contribute to a less carbon intensive transport system. Where new infrastructure is proposed the assessment will weigh its contribution to greenhouse gases against social and economic benefits using WelTAG.

A new railway station at Cefn Mawr will reduce greenhouse emission and provide local service.

As well as tackling the causes of climate change, we also need to consider its likely impacts. These may include flash flooding due to heavy rain, increased river and coastal flooding and erosion, very high temperatures in summer and the loss of habitats and species. Transport infrastructure will need to be resilient to these impacts. It can also contribute to climate adaptation strategies – for example using roads as barriers in flood protection schemes.

Living with environmental limits is not only tackling the growing problem of climate change. Transport has impacts on other environmental issues such as noise, air pollution and biodiversity as well. WAG will take action to protect, conserve and enhance these resources.

WAG Key actions

WAG will take action to make more use of carbon efficient modes such as:

- Shifting freight from road to rail. Using freight facilities grant; support for intermodal transfer facilities; freight quality partnerships.
- Modal shift to public transport, park and ride, walking and cycling. Provide infrastructure to support that shift and education promotion of alternative modes.
- We will act to make sure that policies on land use take account of carbon equivalent emissions ensuring that decisions on investment and land use planning in other policy areas are consistent with cutting carbon equivalent emissions from transport.
- We will act to make sure that the greenhouse gas implications are taken into account in decision taking: (1) Advice to the public and businesses to promote behavioural change, for example through workplace travel planning or driving in a fuel efficient way. (2) Develop a more sustainable approach to air travel. Support public transport access to airports.
- Estimated effects on carbon equivalent emissions of different transport interventions to be part of the consideration for future actions. This is part of the Welsh Transport Appraisal process.
- Further research on the most cost effective methods of reducing carbon equivalent emissions.
- Encouraging uptake of low carbon energy sources for transport by supporting research and the renewable fuels obligation.
- Making sure that new transport infrastructure is resilient to climate change.
- Taking action to reduce the effects of transport on noise, severance, air and water pollution and promote biodiversity.

WAG integrating local transport

Public transport is a lifeline. Access to jobs, shops and recreation – as well as vital services such as health centres, hospitals and schools are vital to sustain Wales' diverse communities. Problems arise where different forms of transport do not join up – because they are physically separate (bus and rail stations in separate locations), timetables fail to synchronise or there are restrictions on the carriage of bicycles on public transport. So in seeking to make public transport accessible to all, we need to move towards a fully integrated system, with availability and quality both enhanced.

We aim to develop a series of sustainable travel towns across Wales – one in each of the four transport consortia regions. These will incorporate a range of measures such as travel planning, enhanced public transport services and encouragement to walk and cycle to try to get more people to use those modes. This will be an important step towards creating and demonstrating solutions.

Community transport, taxis and park and ride are all essential to an integrated system of public transport and will be given priority where conventional public transport would not be suitable. At the national level the Welsh Assembly Government will take steps to ensure better integration between key all-Wales services. The Welsh Assembly Government will also work closely with local authorities to put the right conditions in place to allow them to ensure that transport services are integrated at the local level. The task of tackling congestion and ensuring journey reliability requires an integrated package of solutions that take account of a variety of local factors. Delivery of this package will require a full range of legal and policy options (which in some cases may require additional powers), including improvements to the public transport network, creation of more opportunities for walking and cycling, park and ride facilities and any future potential for road pricing. The development of these solutions will involve relevant stakeholders at the local and regional level.

The Welsh Assembly Government now has major responsibilities for rail services. We recognise the key role rail services will play in meeting our wider objectives – and working in partnership with the Department for Transport we have produced the Wales Rail Planning Assessment which sets out how rail can contribute to achieving the objectives in connecting the nation. We will encourage people to walk and cycle, which will help to reduce both congestion and carbon equivalent emissions, as well as having significant benefits for their health.

Our Safe Routes in Communities scheme, which builds on the successful Safe Routes to School scheme, will provide walking and cycling links to schools as well as community and leisure facilities. We will encourage local authorities to incorporate 20mph zones within these schemes, given the significant road safety benefits. We will also encourage them to ensure that local communities are closely involved in developing these schemes, including pupils when links to schools are being considered.

Traffic can have detrimental effects on air pollution and health. While more exacting standards for vehicle emissions have gone a long way to reduce pollution there are still places where traffic levels could be high enough to exceed the standards set out in the Environment Act 1995. Local authorities are responsible for identifying those areas and taking action to prevent the pollution.

Transport developments which could increase air pollution levels in air quality management areas or lead to new areas being created will not normally be supported. There may be exceptional circumstances where actions may temporarily increase air pollution in order to reduce it in the long term – for example building a bypass.

WAG Key actions

We will plan for better integrated transport by:

- Securing better joint working between public transport operators, both rail and bus, to ensure better national and local connectivity.
- Supporting the development of a number of sustainable travel towns across Wales. There will be four pilot projects – one in each consortia area.
- Supporting the introduction and implementation of Regional Transport Plans. Supporting public transport networks and interchanges, including the use of new powers to improve the quality and planning of bus services.
- Taking forward our Safe Routes in Communities scheme, to develop walking and cycling links in our communities, for example, to schools, shops, employment sites and other key facilities.

WAG & improving access between key settlements and sites

Nearly all facilities to which people need access are located in key settlements or major centres of employment. All six spatial plan development groups are working to define the key settlements in their area. So the most effective way of improving access to essential services will be to improve links within key settlements and links between key settlements and employment sites and their hinterland. In rural areas most people who have cars will have good access to services, and so the priority will be on developing rural public transport including community transport, taxis and innovative services such as demand responsive transport services.

For many services such as hospitals and regional shopping centres people in Wales travel across the border. We will work with partners in England to improve public transport links to those centres. Much can be done by improving the capacity and frequency of rail services and the long distance bus network, especially the TrawsCambria service.

In rural areas this could mean better traffic management and maintenance and more information for drivers. The Welsh Assembly Government will also be looking at ways to improve community transport facilities.

Links between north and south Wales require systematic examination. Since devolution there has been a significant increase in economic and political links within Wales. The Welsh Assembly Government wishes to improve the reliability and speed of communication between north and south Wales.

WAG will improve links between settlements by:

- More frequent, higher capacity and better quality public transport services between key settlements all over Wales and some major centres in England.
- Expanding the TrawsCambria long distance bus network and create improved interchanges.
- Encouraging more frequent and better quality public transport services between key settlements and employment sites and their surrounding areas. For example services focussing on market towns in rural areas or travel to work areas for cities.
- Developing community transport (including demand responsive transport services) to provide feeder services into the bus network or give direct access to key settlements and employment sites.

WAG enhancing international connectivity

Wales has a commitment to sustainable development, an attractive environment and an economy which encourages strong innovative and competitive businesses. Connections with the rest of the UK and internationally are vital for business and tourism. Reliability can be at least as important as the time taken for a journey. The most important corridors for international connectivity are the east-west routes:

- North Wales Dublin/Holyhead/Chester (road and rail)
- Birmingham (road and rail)

Reliability of rail services requires more connections to give a greater choice of service, signal improvements to increase reliability, and action on overcrowded stretches of route. Reliability on the roads may be enhanced by route management strategies, techniques of dealing with accidents and road works which keep the traffic flowing, and information for drivers. In places with significant traffic volume, new capacity may also be required.

The other important hubs for international connectivity are the ports and airports. Air routes play a significant role in providing international connectivity for tourism and business. Enhanced connectivity assists economic development of the nation and opens up new markets. Such measures need to take into account the Welsh Assembly Government's resolve to drive down the overall level of emissions.

Cardiff International Airport is the only international airport in Wales, with the only scheduled intra-Wales service operating between Cardiff and Anglesey. This means that surface links to major airports in England are important for our connectivity. Given that most of the main English airports serving Wales involve long distance surface travel and have rail connections, improvement of public transport links is the preferred solution. For Cardiff International Airport the first preference will be to improve rail and bus connections but a surface access strategy is being developed to bring together all proposals for passenger access.

WAG Key actions

WAG will improve connectivity by:

- Improvements to the road and rail infrastructure as well as enhanced public transport services on the main east-west routes.
- Better links (especially by public transport) to Cardiff International Airport and other airports serving Wales.
- Taking forward our Safe Routes in Communities scheme and encouraging local authorities to develop 20mph zones.

Chapter 5 – Delivering and monitoring

Successful delivery of WAG vision depends on joining up and integrating every mode of transport. Working together will therefore be vital to deliver a sustainable transport policy for 21st century Wales. Where better and more appropriate than in the Cefn & Cefn Mawr?

Delivery

Partnership working across the public, private and voluntary sectors will be crucial for the success of connecting the nation. Its objectives will be delivered by the Welsh Assembly Government, the Regional Transport Consortia and their members, the transport industry (including operators and providers), and others. It is essential that the partners necessary for delivering proposals are involved throughout the entire process of appraisal, design and implementation. Partnership working is vital for knowledge and resources to be used to best effect, and is particularly important for improving accessibility, the scope for which extends beyond the operation of transport services.

National delivery

Furthermore, planning advice to local authorities and developers will ensure that these outcomes are taken into account when Local Development Plans are drawn up or new development is considered. This advice will be particularly important in making sure that developments are well served by public transport and reduce car dependence.

Regional delivery

The advent of the Regional Transport Plans will strengthen the vital links between transport functions and other local government services, such as education, planning, health, leisure and environmental services. Such linkages should be made explicit in the Regional Transport Plans, particularly in light of the importance placed on social inclusion and environmental impacts. Providers of the services outlined above should not be treated as external stakeholders, but as playing a key role in making the Regional Transport Plan as effective as possible.

Local authorities also deliver many transport services at local level and control many functions with implications for transport. For example, the principles in connecting the nation should be adopted in Local Development Plans, Community Health and Well Being Strategies, and in plans for road safety and school transport.

National and regional delivery and the Wales Spatial Plan

Connecting the nation is closely aligned with the Wales Spatial Plan.

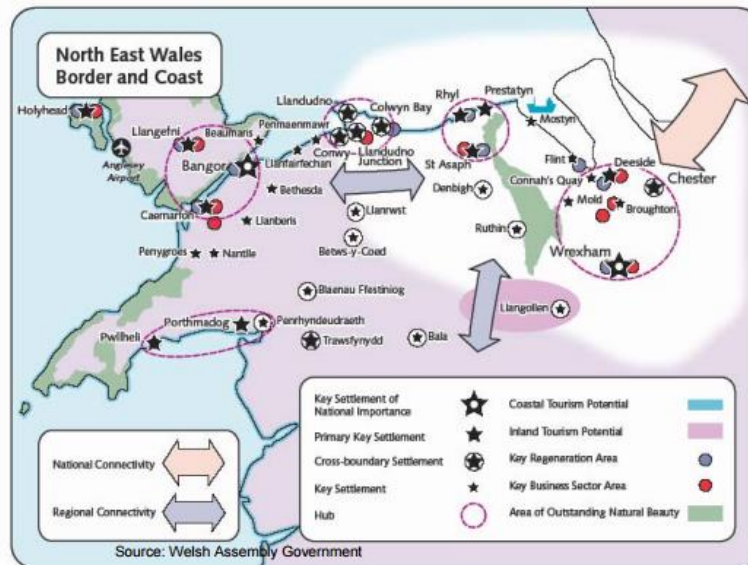


Figure 98 Wales Spatial Plan Areas



Figure 99 Spatial Plan Regions and Regional Transport Consortia

WAG Resources

The budget for transport will go to support programmes and projects that deliver against the outcomes and strategic priorities. We will combine the spending programmes of Welsh Assembly Government departments where this is beneficial. As well as financing national infrastructure and services the Welsh Assembly Government allocates substantial resources to the Regional Transport Consortia for local transport schemes and services.

Rail in Wrexham

The following text, Rail in Wrexham is taken from a report by David Bithel and the Wrexham Rail Group for the WCBC dated 13th January 2015 and is therefore relatively up to date, and confirms what is said in this document.

The rail network provides an important means of connectivity serving the needs of local businesses, people and communities. Good access to the rail network and connectivity with local, regional and national destinations has an important role to play in helping to stimulate and drive the future economic growth of Wrexham.

There is a significant amount of work being undertaken at present in relation to the rail network both in Wales and England. This includes the provision of significant new rail infrastructure and changes to the way in which train services are managed and operated. It is anticipated that there will be significant change ahead with new opportunities to enhance network capacity, service frequency and destination choice.

In recognition of the on-going and emerging developments in rail and the potential opportunities and impacts for rail travel in Wrexham, Members of the rail working group have determined the need for a series of aspirations for the future development of rail infrastructure and services that best reflect the needs of passengers and Wrexham's desire for improved connectivity and economic growth.

Governance of Rail in the UK and Wales

In terms of the governance of the UK rail network, the Railways Act 2005 transferred most of the functions of the Strategic Rail Authority to the Secretary of State for Transport in the UK Government. This Act included provisions for the Welsh Government to be a joint signatory with the Secretary of State for Transport to the Wales and Borders Franchise for train services operating in Wales. The current franchise is operated by Arriva Trains Wales (ATW) and was awarded in 2003 and is due to expire in 2018. The UK Government has announced that control of the commissioning and awarding of the next Wales and Borders franchise is to be devolved fully to the Welsh Government.

In addition to the responsibilities conveyed on the Welsh Government in relation to the specification and awarding of future Wales and Borders franchise, powers are provided under the Government of Wales Act which allow the Welsh Government to develop and invest in:-

- Rail infrastructure enhancement schemes
- New passenger rail services
- Improving the journey experience of rail users
- Fund rail freight improvement schemes.

Future of Rail

The rail network provides an important means of connectivity serving the needs of local businesses, people and communities. Good access to the rail network and connectivity with local, regional and national destinations plays an important role in helping to stimulate and drive economic growth. Rail passenger demand throughout the UK continues to rise and this is no more evident than in Wrexham where rail usage over the last 10 years has grown significantly. This demand for travel is forecast to continue to grow and with this the expectations of rail users for improved services.

Station	2002/03 Total Exist/Entries	2012/13 Total Exit/Entries	Annual Growth
Wrexham General	364,267	622,466	17%
Wrexham Central	5976	41,746	69%
Ruabon	28470	93796	33%
Chirk	31532	72116	23%
Gwersyllt	28509	37386	13%

Figure 100 Station Usage Statistics 2002/03 to 2012/13 data source ORR

There is a significant amount of work being undertaken at present in relation to the rail network both in Wales and England. This includes the provision of significant new rail infrastructure and changes to the way in which train services are managed and operated. It is anticipated that there will be significant change ahead with new opportunities to enhance network capacity, service frequency and improved connectivity between key local, regional and national destinations. Some of the more significant emerging areas of rail development that may influence the future of rail travel in Wrexham include:

Track Re-Doubling Wrexham and Chester

This £44m scheme funded by the Welsh Government is expected to deliver journey time enhancements (16 minute reduction) between Holyhead and Cardiff whilst also providing one extra train service every two hours. The scheme currently being implemented has been reduced in scale from the original proposal and this may have negative impacts on our aspirations for increased services on this line. Discussions are on-going to determine whether there is any opportunity for additional investment to be made to deliver additional track capacity and service improvements on this line.

High Speed 2

It is currently anticipated that HS2 will run through to a new strategic rail hub at Crewe. It is essential that Wrexham remains connected through the existing network to this new development in order to maximise the forecast economic benefits of this high speed rail link?

Devolution of Rail in England

Rail devolution in both the West Midlands and the North of England is underway. Both these regions potentially could have devolved responsibility for their railways and will be focused on delivery of services that benefit that region. This may have implications on any direct services that Wrexham aspires too. It is important for Wrexham that links are maintained and improved particularly to Manchester City centre and Manchester Airport, Birmingham International and the NEC.

Halton Curve

This line of route has recently received a funding commitment from the UK Government (10.4m) for infrastructure improvements. A study is underway funded jointly by Mersey travel and the Welsh Government to examine future service provision on this line. It is anticipated that the route from Wrexham via the Halton Curve to Liverpool South Parkway will produce a high benefit to cost ratio (BCR) supporting the case for improved services between Wrexham and Liverpool.

Future Aspirations for Rail in Wrexham

To ensure that rail developments are monitored closely, a number of Wrexham Council elected members, officers and representatives from the Borderland and Chester - Shrewsbury Community Rail partnerships meet on a quarterly basis under the banner 'Local Member Rail Working Group'. The function of this group is to monitor and consider all matters relating to rail with specific reference to developments that may impact on services to and from Wrexham. An important function of this group is to make representation to those responsible for the delivery of rail services to ensure that Wrexham's needs are fully represented in any decision making process regarding existing or future changes to infrastructure and services.

Rail services provide an important means of connectivity to serve the needs of local businesses, people and communities. Improvements to rail infrastructure and services have a vital role to play in helping to drive economic growth and delivering a more integrated, sustainable and modern transport network. In addition improved connectivity to the rail network helps contribute towards a number of the Council key priority outcomes including:

- E1 People want to live, work, learn, visit and invest in Wrexham
- E2 Businesses can locate and grow in Wrexham
- PL4 Well connected communities

Under the Government of Wales Act, powers are conferred upon the Welsh Ministers. Under the Act the Welsh Government is able to develop and fund infrastructure enhancement schemes fund rail freight improvement schemes through Freight Facility Grant (FFG).

To fail to proactively engage and make representation could lead to missed opportunities with the potential for loss of services and capacity to the detriment of existing rail users and economy of Wrexham.

Priorities for Future of Rail in Wrexham

Identify opportunities to enhance accessibility and integration with the rail network through;

- Development of existing station facilities including additional parking and connectivity with the local bus and walking and cycling network.
- **Works to identify the need for new strategic transport hubs/stations on the Chester-Wrexham-Shrewsbury line to cater for increased demand for travel as a result of local and regionally significant planned developments in Wrexham.**

WIMD 2008

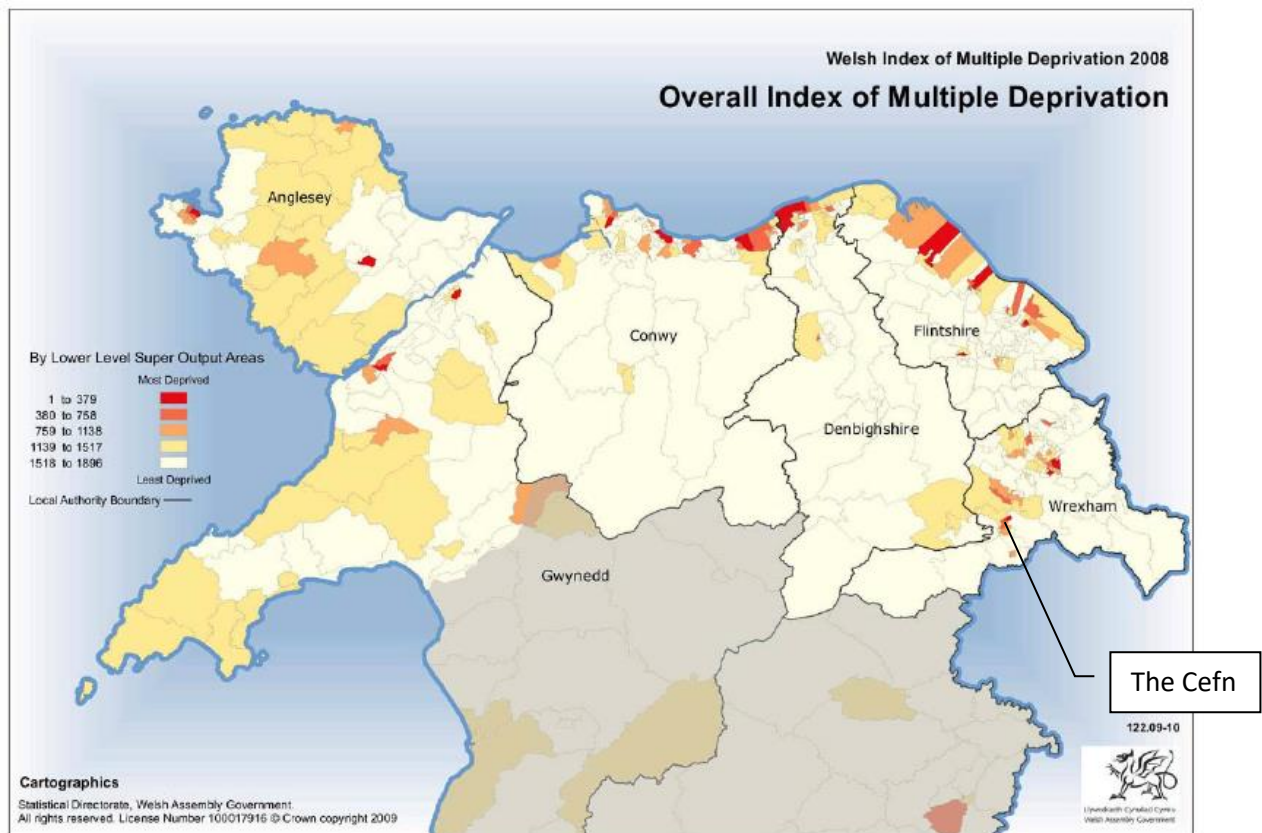


Figure 101 Overall Index of Multiple Deprivation 2008

Please note the date of this map of multiple deprivation, 2008. This means that the data for this was collected before the closure of the only two main employers in our area, Air Products and the former Monsanto Chemical works, then called Solutia. The situation shown on this map has gone further into recession than is shown due to economic depression of our post-industrial community, immediately next the Pontcysyllte Aqueduct in the World Heritage Site corridor. Unless this is rectified and Cefn Mawr & the Cefn included in the WHS planning as proposed here in this and other related documents, instead of being segregated as is the current case, this will have a very negative effect on the UNESCO Inscription and WHS status.

Appeal for the Cefn & Cefn Mawr

Bearing in mind all of the above in this document directly related to the WTS and the other closely related documents, Cefn Mawr & PPW 2016 and the Cefn Mawr & WSP 2016, all we need to deliver on all the WAG goals and aspirations for our area and put our community on the road to Sustainable Development is for WCBC and the WAG to work with us.

If they would be so kind, then the Cefn & Cefn Mawr can become a Tourist Destination & Transport Hub for the Pontcysyllte World Heritage Site, Dee Valley, and South Wrexham.

This will enable our community to turn around from post-industrial depression with the highest unemployment in Wrexham County and move on the Sustainable Tourism & Economic Development and become a net provider towards the Welsh GDP for the nation.

Please see our website for more information on what we are doing and how we can achieve this between us, and if you would like to join in, just call in at the Holly Bush Inn at the centre of Cefn Mawr in the middle of the WHS.

www.pkcgroupp.wales



Figure 102 The Holly Bush Inn Cefn Mawr