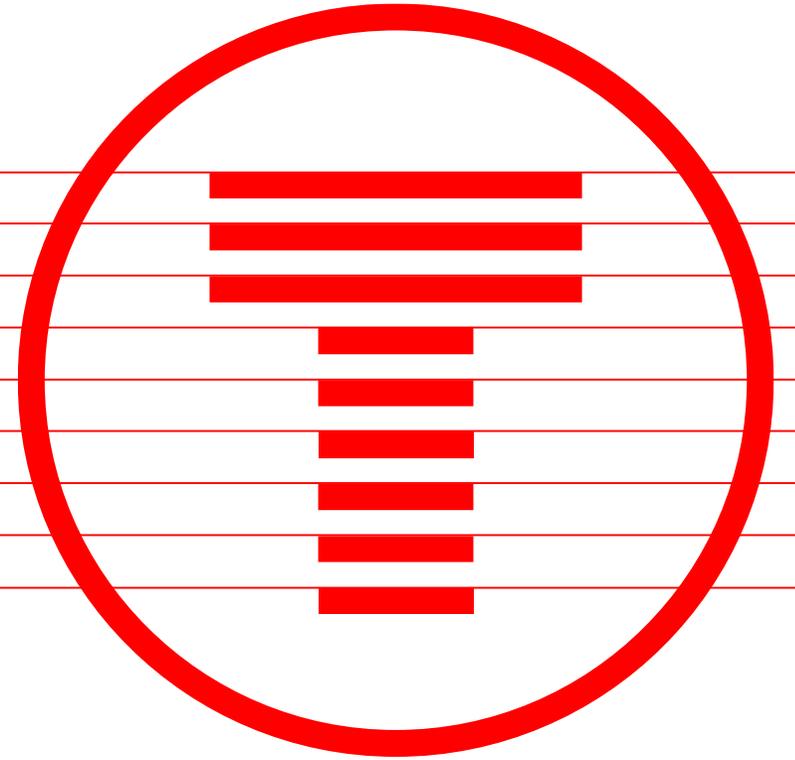


# Wrexham – Liverpool Study





- **North Wales Metro**
- A **transformation of bus and rail services** in North East Wales.
- Making it **easier and faster** to travel between the North Wales Coast, Wrexham, Deeside, and Merseyside.
- **Improved interchange** at Shotton for the North Wales Coast Line.
- **New station** at Deeside Parkway.



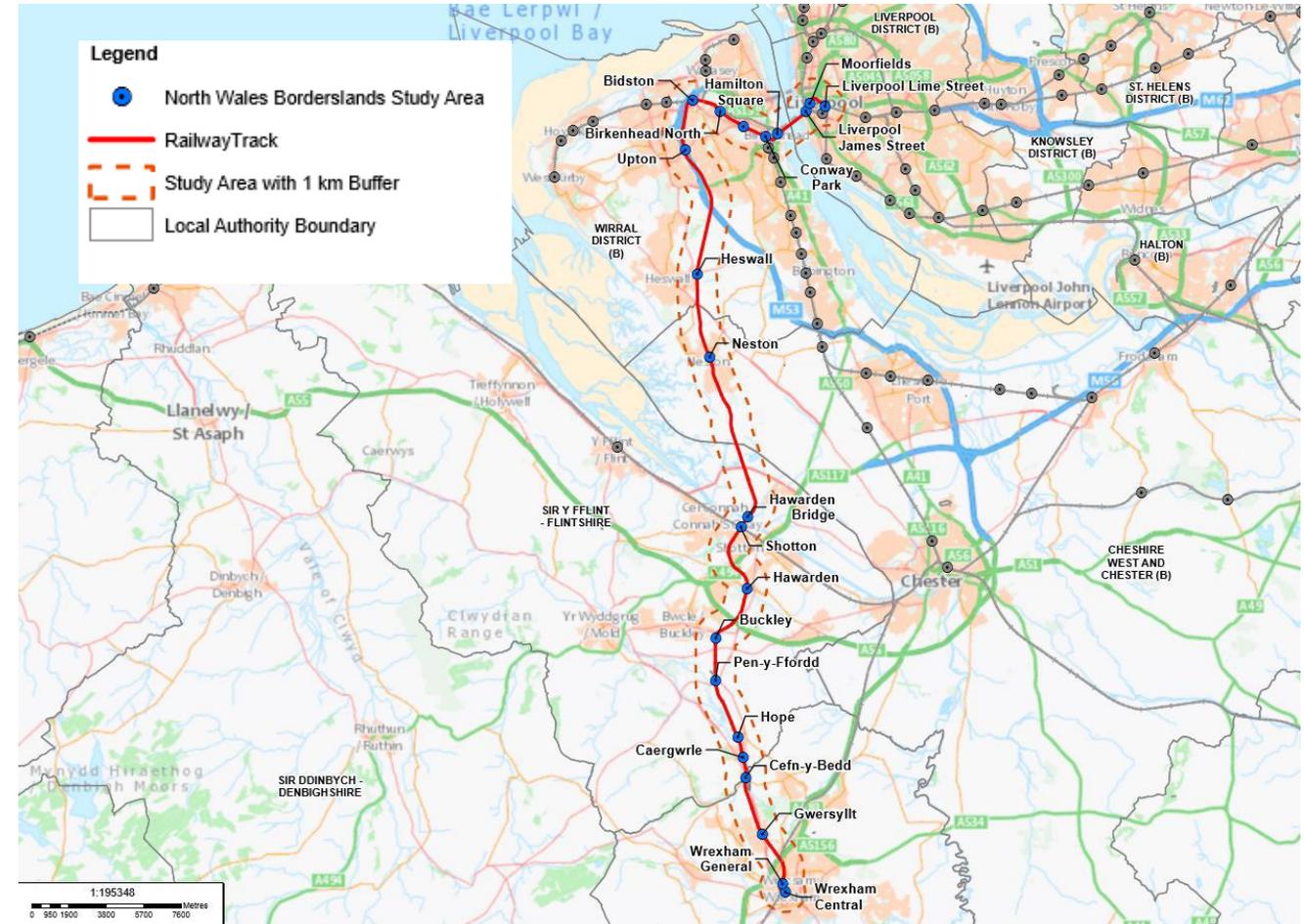
# — Infrastructure

- 27 miles of track
- 15 stations (generally poor facilities/accessibility)
- 1 proposed station – Deeside Parkway.
- Low line speeds (50mph max, average is lower)
- Dated Signalling System with long absolute blocks sections
- 20 Level crossings
- Existing railway assets (bridges, embankments, culverts)
- Reliability issues





- Aim to revitalise an underused route
- Plan for 2 tph from December 2021
- Aspiration for 4 tph into the centre of Liverpool
- Study to look at what's needed to achieve this aspiration





# — Stations & Usage

Station Name	1920 Entries & exits	1819 Entries & Exits	Difference
Wrexham Central	73,484	81,792	-8,308
Wrexham General	501,800	529,622	-27,822
Gwersyllt	22,468	24,464	-1,996
Cefn-Y-Bedd	6,954	7,240	-286
Caergwrle	15,914	19,140	-3,226
Hope (Flintshire)	20,366	21,820	-1,454
Penyffordd	22,778	22,428	350
Buckley	41,874	40,636	1,238
Hawarden	32,204	33,424	-1,220
Shotton	200,402	223,578	-23,176
Hawarden Bridge	2,674	3,664	-990





## — New trains

### Borderlands

- Existing stock is class 150s
- Replacement by Class 230s rolling stock
- Better running times, faster acceleration.
- Capable of 60mph top speed.



Pictures from Andrew Gainsbury and TfW

### North Wales

- Current fleet replaced by Welsh assembled Class 197s

