



AGENDA

For a meeting of the Joint Cambrian and North Wales Coast Transport Committee's
to be held on
Friday 4th July 2025 at 10.30am by Zoom

1. Welcome by the Chair

To receive a welcome from the chair.

2. Record of attendance

To record attendance and apologies for absence.

3. Minutes of the last meeting

To consider and approve the minutes of the last joint meeting. (see appendix 1 page 4)

4. Actions since the last meeting

To receive a chart of the actions taken since the last meeting.

No	Heading	Action	Status
1	Minutes	Draft minutes to be circulated before publication	Completed
2	Minutes	Publish minutes on the web site	Completed
3	Chester-Shrewsbury train timetable	Meeting with TFW regarding timetabling.	Completed
4	Surveys	Action from previous meeting to meet WG regarding the A55 and survey results. Meeting agreed, date to be set.	Meeting held, WG wish more info on A55 matters
5	Cambrian rail closures	Full details including bus service times to be issued to the secretary.	Completed
6	Rail 200	The secretary is attending the event to celebrate 200 years of passenger rail travel in Aberystwyth on 23 rd Jan 2025.	Completed
7	TFW Letter	See (8) under item 3. Letter to be addressed to the NWA.	Completed
8	Shrewsbury station (trains reversing out of station)	The station is to have markings on platforms 4 and 5 to give a better indication as to which carriages are for which destination.	Ongoing discussion



		The trains are set up to take cards in the doors for destinations and this would be a quick and easy fix.	
9	Bangor to Porthmadog line	R Saxby had sent to the WG a copy of a feasibility study. He has had no response. An update was given by A Williams in that a formal feasibility study is due to be completed about now. The meeting AGREED to support the re-opening of this line. See appendix B for pictures and papers.	Completed
10	Holyhead to Euston weekend trains	Consideration to be given (when trains restricted on weekends) to having two trains from Holyhead to Euston direct.	Raised with Avanti
11	Bangor to Porthmadog line	R Saxby had sent to the WG a copy of a feasibility study. He has had no response. An update was given by A Williams in that a formal feasibility study is due to be completed about now. The meeting AGREED to support the re-opening of this line.	Completed
12	Surveys	A plan for 2025 surveys can be completed following the meeting noted in (6) under item 3.	May survey complete, August one to be completed

5. Surveys

To note the results of the May survey. See appendix 2 on page 17.

6. Transport for Wales

To receive and report and update from TFW.

To receive the update on user groups remits.

7. Avanti Trains

To receive and report and update from Avanti.

8. Network Rail

To receive any information from Network Rail.



9. Buses

Any information on matters affecting buses in:

- a) Mid Wales
- b) North Wales

10. Any other relevant business

To consider any other relevant business notified to the Chair or Secretary prior to the start of the meeting.

11. Date of the next meeting

To consider dates for future meetings as follows;

Cambrian

10th October 2025 – Aberystwyth and online

North Coast

3rd October 2025 - Online

Joint Meetings

9th October 2025 - Online



APPENDIX 1

MINUTES

Of a meeting of the North Wales Coast and Cambrian Lines Transport Committee

Held on

Friday 10th January 2025 at 10.30am by Zoom

Present were

Cllr Ian Hodge	Chair
Cllr Norma Davies	Vice Chair
Gail Jones	Transport for Wales
Nick Smith	Avanti Trains
Cllr Jeremy Barnes	Carno Community Council
Cllr Vivienne Blondek	Buckley Town Council
Cllr Michael Davies	Beaumaris Town Council
Angus Eickhoff	SARPA
Cllr John Ellison	Carno Community Council
Cllr Dr Ben Gwalchmai	Welshpool Town Council
Cllr Patrick Heesom	Mostyn Community Council
Ken Law	Welshpool Facebook rail users group
Cllr Ian Lifford	
Cllr Peter Morton	City of St Asaph Council
Cllr Michael Pearce	Llandudno Town Council
Cllr Lorraine Rathbone	
Robert Saxby	Rail Future
Cllr Jeff Smith	Aberystwyth Town Council
Cllr Andrew Wallbank	Caersws Community Council
Cllr Jackie Webster	Conway Town Council
Dylan Wilson Lewis	Rail Future
Cllr Alun Williams	Ceredigion Council
Robert Robinson	Secretary

Apologies received

Cllr Trevor Roberts
Cllr Andrew Wood

1. Welcome by the Chair

The Chair welcomed members to the meeting.



2. Minutes of the last meeting

The minutes of the last meeting were approved as a correct record.

3. Transport for Wales

The following were discussed at the meeting with regards to Transport for Wales:

No	Heading	Details	Action to be taken forward
1	Cambrian lines work	Rail closures for works 17 th March to 2 nd April between Machynlleth and Shrewsbury.	TFW to issue full information including bus times to the Secretary
2	Community Rail	A community rail officer is about the appointed.	Noted.
3	Rail 200	Details of the rail 200 event in Aberystwyth on 23 rd January are online.	Noted. The Secretary is attending for the Association.
4	Newtown (Powys) Station	Lifts installation almost complete. A question was asked about the Wesh Language (this held up the Machynlleth lift opening).	Noted.
5	Road closure near Llanbrynair	With the line closures (see 1 above) and the road closed a question was asked about how children get to school with both the bus and rail access impeded.	TFW are aware of the situation.
6	Timetabling meeting	A meeting has been set up to clarify timetabling and train formations between Shrewsbury and Chester once the hourly service is in place on the Cambrian Line.	Secretary
7	Welshpool station bridge	The agreement between the parties is in place and signed. This covers gritting, cleaning and maintenance. <i>sign is to be placed in a clear position at the station with contact details for reporting. To A request will be</i>	TFW



		<i>made by Tfw to NR / NMWTRA that a sign be placed etc...</i>	
8	Letter from TFW	The letter due from TFW following a meeting with TFW and WG was to be issued 30/9/25. Nothing to date has been received. The letter was written from the NWA to TFW and as such the reply should be to NWA with a copy to WG. This is to be arranged.	TFW
9	Tallerdig incident	It was reported that one set is now not coming back into service and the other set involved not for an extensive time. This is 2 sets short from 21 units. The 197 sets are not now due until 2026 – maybe even later.	Noted
10	Shrewsbury station	Station ambassadors are working in general. Some information points are to be installed on platforms 4 to 7.	Noted
11	Shrewsbury station (trains reversing out of station)	The station is to have markings on platforms 4 and 5 to give a better indication as to which carriages are for which destination. The trains are set up to take cards in the doors for destinations and this would be a quick and easy fix.	Idea of manual destination cards to be noted.
12	Sports matches Cardiff to Shrewsbury	The question was asked about reinforcing train services on days when sports take place in Cardiff. It was noted that the loco hauled stock does not run on Sundays and perhaps could be considered for use.	TFW said that an email will be sent to Ben Gwalchmai with an answer directly (as well as inform the group).
13	Gobowen Landslip	Work to re-open the line between Chester and Shrewsbury is still taking place.	Noted.



14	Welshpool Station (first train in morning)	The first train of the day out of Welshpool comes from Aberystwyth and splits with two cars going on to Shrewsbury and two back to Aberystwyth. The split is fine, however often nothing happens for quite a while and the train leaves late. This causes missed connections in Shrewsbury for commuters,	Secretary to see if he can gain dates when this is prevalent.
15	Prestatyn Station	It was reported that security guards are still on the station. When the trains are full they stop passengers getting on board. A report on this to follow when the chair passes through.	Chair.
16	Welshpool Station	Painting of handrails on bridge at Welshpool changing colour to red to be taken forward to meet dementia and visually impaired.	TFW

4. Avanti Trains

The following were discussed at the meeting with regards to Avanti Trail services:

No	Heading	Details	Action to be taken forward
1	Presentation	A short presentation was given by Nick Smith.	Noted.
2	Performance	Performance is still not good. See chart at appendix A. Winter periods cause issues of illness, annual leave and engineering works.	Noted.
3	Weekend trains to Holyhead	It was noted that when engineering works take place at weekends trains from Euston to Holyhead start from Crewe. It was asked if Avanti could consider at least two trains a day Euston through to Holyhead on these days.	Avanti to consider.
4	Electricity prices	The cost of electric and its affect on the railway was questioned. DofT does pay for some of this.	Noted.

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5	Carbon footprint	The carbon footprint has improved with 2/3 of the journey from Holyhead to London now being electric and not diesel all the way.	Noted.
6	Funding and grant	Revenue on the railway is good. Some payments back to government have been made to offset some of the subsidy by government.	Noted.
7	Deganwy Crossing	An update was given on the work with regard to this crossing. Work is ongoing.	Noted.

5. Other items discussed

The following were also discussed at the meeting.

No	Heading	Details	Action taken forward
1	Holywell Station	Meeting with Ken Skates arranged to meet Flintshire and Holywell Councils regarding the station re-opening.	Chair.
2	South Wales and North Wales Train links	Cllr P Morton asked for information on any links between the metro in South Wales and the North Wales train services.	See note at appendix C.
3	Liaison groups	The effectiveness of these groups has been questioned by TFW and Ken Skates of Welsh Government is considering a new remit to make them more effective. TFW to report back when more information known.	TFW
4	Holyhead to Euston weekend trains	Consideration to be given (when trains restricted on weekends) to having two trains from Holyhead to Euston direct.	Avanti.
5	Bangor to Porthmadog line	R Saxby had sent to the WG a copy of a feasibility study. He has had no response. An update was given by A Williams in that a formal feasibility study is due to be completed about now. The	Letter of support to be sent to WG when required. Pictures and papers from R Saxby to be added

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		meeting AGREED to support the re-opening of this line.	to minutes of this meeting.
6	Surveys	A plan for 2025 surveys can be completed following the meeting noted in (6) under item 3.	Secretary.
7	Carno Station	Update given to the meeting on the campaign to re-open Carno Station.	Noted.
8	Buses	A consultation took place last March 2024 seeking views on bus services. Powys has reviewed its service provision and a final timetable is now out for consultation. Much improved.	Noted.

6. Date of next meeting

The dates for the next transport meetings are:

North Wales Coast Transport

Friday 7th March 10.30am by Zoom.

Cambrian Lines Transport

Friday 14th March 11.15am by Zoom or in person at Aberystwyth Town Council

7. Actions taken forward

The following actions to be taken forward from the meeting:

No	Heading	Action	By
1	Minutes	Draft minutes to be circulated before publication	Secretary
2	Minutes	Publish minutes on the web site	Secretary
3	Chester-Shrewsbury train timetable	Meeting with TFW regarding timetabling.	Secretary
4	Surveys	Action from previous meeting to meet WG regarding the A55 and survey results. Meeting agreed, date to be set.	Secretary
5	Cambrian rail closures	Full details including bus service times to be issued to the secretary.	Secretary
6	Rail 200	The secretary is attending the event to celebrate 200 years of passenger rail travel in Aberystwyth on 23 rd Jan 2025.	Secretary

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7	TFW Letter	See (8) under item 3. Letter to be addressed to the NWA.	Secretary
8	Shrewsbury station (trains reversing out of station)	The station is to have markings on platforms 4 and 5 to give a better indication as to which carriages are for which destination. The trains are set up to take cards in the doors for destinations and this would be a quick and easy fix.	Idea of manual destination cards to be noted.
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10	Holyhead to Euston weekend trains	Consideration to be given (when trains restricted on weekends) to having two trains from Holyhead to Euston direct.	Avanti.
11	Bangor to Porthmadog line	R Saxby had sent to the WG a copy of a feasibility study. He has had no response. An update was given by A Williams in that a formal feasibility study is due to be completed about now. The meeting AGREED to support the re-opening of this line.	Letter of support to be sent to WG when required. Pictures and papers from R Saxby to be added to minutes of this meeting.
12	Surveys	A plan for 2025 surveys can be completed following the meeting noted in (6) under item 3.	Secretary.

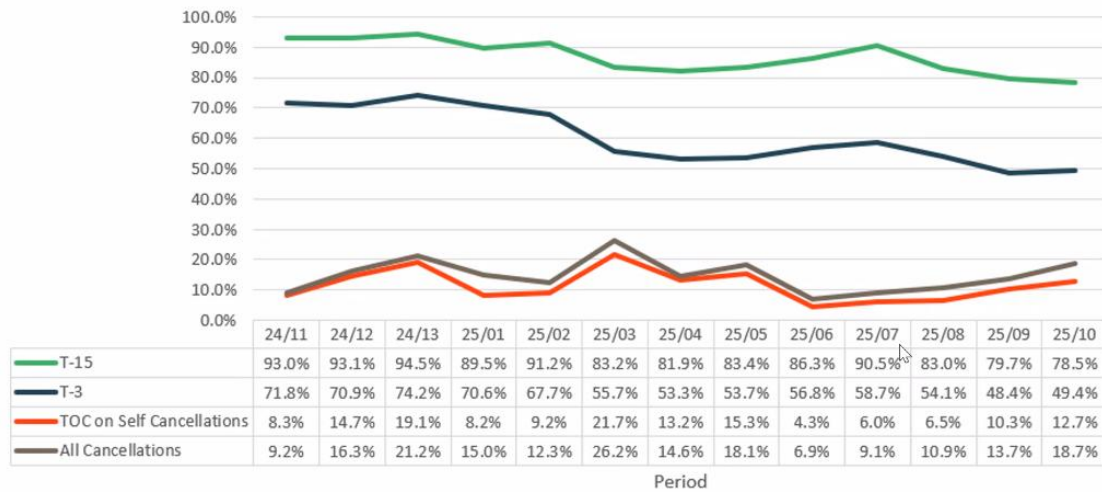
APPENDIX A

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Performance – North Wales

Avanti West Coast (North Wales Route Only)



APPENDIX B



Initial Feasibility Study

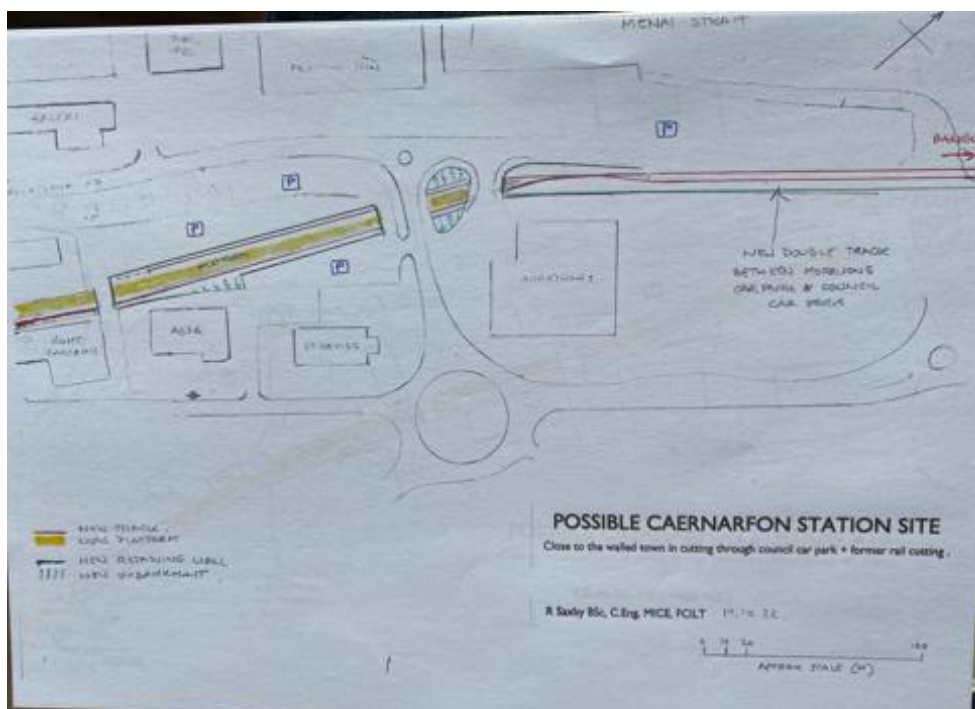
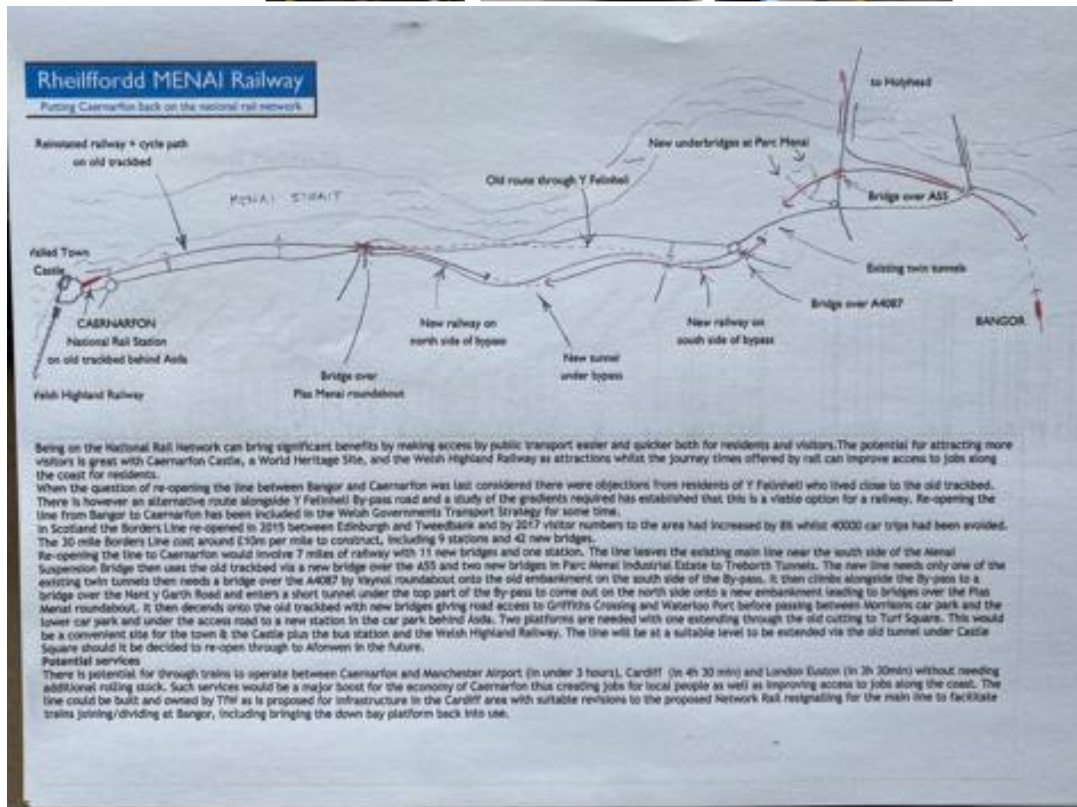
Bangor - Caernarfon Railway



Trains would enter Caernarfon where the grass bank is north of Morrisons to a new station site close to the bus station and the walled town.

R Saxby BSc,C.Eng,MICE,FCILT

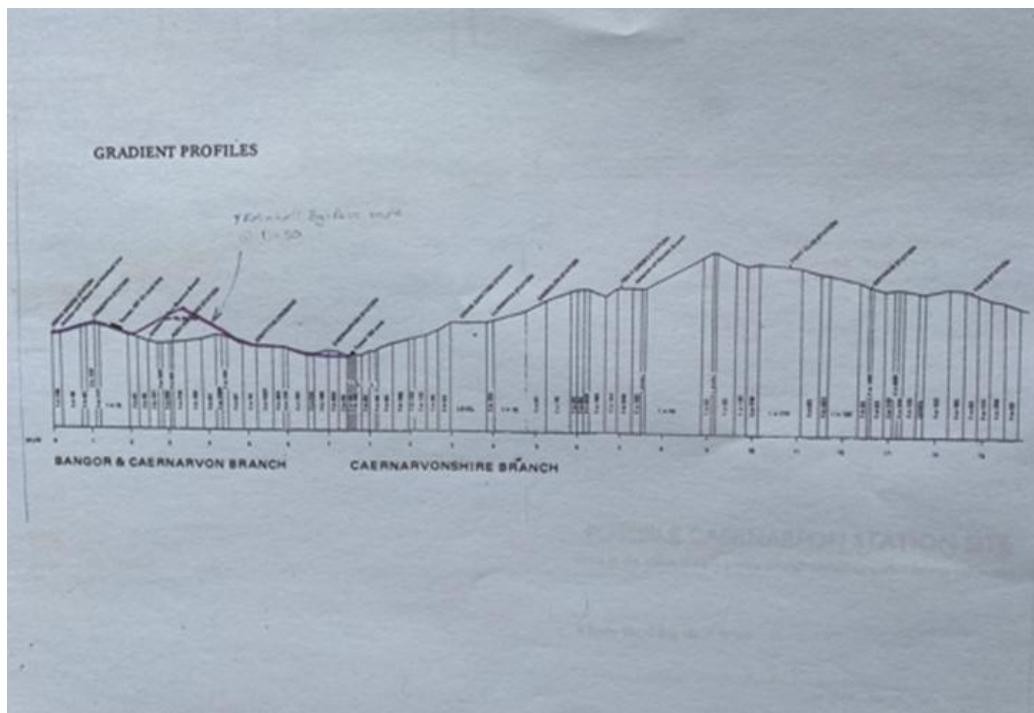
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Holyhead/Caernarfon - Manchester/Cardiff/London																			
Monday to Saturday																			
Holyhead	0415	0415	0447	0447	---	0519	---	0529	---	0620	0630	---	0716	0716	---	0750	---	0858	0915
Caernarfon	---	---	---	---	0538	0458	---	0438	---	0530	0530	---	0616	0616	---	0650	---	0758	0815
Banor	0451	0451	0513	0513	---	0550	---	0620	0620	---	0716	0716	---	0750	---	0858	---	0915	0930
Cheser	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Cheser	0420	0420	0421	0421	---	0513	---	0513	---	0601	0601	---	0657	0657	---	0751	---	0851	0901
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Cardiff Central	0518	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
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15



197 UNITS AND TRAINS (METRO AND ANY LINK WITH NORTH WALES)

Currently there are different train sets operating on different parts of the Welsh rail network.

Over the next few years the following will apply:

North Coast, Cambrian, Borders and out to Fishguard – class 197 units

Metro (valleys only) – class 231, 398 and 756

Wrexham – Bidston line – class 230

Extra trains to Manchester Piccadilly from Cardiff – loco hauled

The direct trains from Manchester Piccadilly to Fishguard run now and will continue.

Full details of TFW train stock and lines they cover can be found at

[www.tfw/sites/default/files/2022-01/Fleet%Access20%20Specification English V1.pdf](http://www.tfw/sites/default/files/2022-01/Fleet%Access20%20Specification%20English%20V1.pdf)

or search – TFW a guide to our fleet of trains



APPENDIX 2

**NORTH AND MID WALES ASSOCIATION OF LOCAL COUNCILS
CAMBRIAN AND NORTH COAST RAIL COMMITTEES
REPORT NO 9a – MAY 2025**



Cllr Captain Ian Hodge Chair
Cllr Norma Davies Vice Chair
Robert Robinson MBE FRICS FSLCC

13th May 2025



1. Introduction

The Association has been involved actively in working with the train operators on both the Cambrian and North Coast-lines. As part of the work surveys are completed to inform and guide future developments. This survey is part one of the 2025 issue (May 2025) with another to follow (2025).

2. Remit

The remit is to assess the section of line between Shrewsbury to Chester with regard to service, customer care and passenger capacity. The main reason for this survey is to identify the train set required when the hourly train service is in place along the Cambrian Line. This was planned to be a 4-car unit ex Birmingham to Shrewsbury and then split into 2 x 2 car units to Holyhead and Aberystwyth. (This would be a train of 116 seats).

3. Survey method

The survey method was completed in line with previous surveys for comparison.

The surveys are carried out onboard trains as follows:

- i) Recording numbers on the train at each station.
- ii) Recording the type of train and capacity.
- iii) Anything of note on the journey.
- iv) Customer car assessment.
- v) A status comparing number of passengers on train with different train sets.

4. Customer care

The results of the customer care survey are attached at appendix A with a comparison against the last surveys.

Noted from the customer care point of view were:

- i) People with pushchairs/mobility aids were having difficulty at Wrexham General due to height of train from platform.
- ii) Person in wheelchair went in carriage not near disabled toilets.



(was helped by guard)

5. Incident management

There was an incident at Shrewsbury involving a 158 4 car set.

Details of incident (Shrewsbury to Aberystwyth & Cambrian Coast)

The incident took place on platform 4 as follows:

- i) The leading two coaches of a four-car set could not release the brakes.
- ii) The staff tried to get it working but were not successful.
- iii) It was decided after half an hour to split the units into two.
- iv) This was completed but a further 15 minutes lost whilst the offending train is removed to allow the ongoing set to complete its journey.
- v) The train was very warm with air conditioning not working. Doors were not opened early enough to allow air flow before deciding to split the train.

Management of the incident

There were staff around to help passengers. Announcements were made from time-to-time informing passengers of what was happening. Very poor PA system. A lot of passengers were left on the platform as the two-car train was full with standing room only.

Water was brought to the train but put on the luggage rack with passengers asked to help themselves. The issue was that passengers could not get to it and in any event did not wish to leave their seats in case they lost it.

The staff stayed on the platform and left the inside of the train alone.

Communication

The communication on the electronic boards was inaccurate and on the phone apps also inaccurate.



Following the incident

The train after 45 minutes was able to move. The two-car unit taking four cars worth of passengers, standing room only with luggage everywhere. Significant number of passengers left on the platform.

Suggestions to improve the service

A rating of 7 out of 10 for managing the situation.

Suggestions for improvement:

- i) Train on board communication system needs to be better (guard did her best).
- ii) Take water to people, not just leave it in one place. (a passenger took the water down the train).
- iii) A member of staff needed to pass down the train to assure passengers about their ongoing journey.

6. Train passenger numbers

The train passenger numbers are shown on the attached schedules at appendix B.

All trains were comfortable with good size train sets.

This is off peak in May.

A further survey will be completed in August.

The key used for the assessment is as follows:

KEY	DANGEROUS	OVER 100%
	OVERCROWDED	OVER 80%
	VERY BUSY	OVER 70%
	BUSY	OVER 60%
	VERY COMFORTABLE	UNDER 60%



7. Other observations

Other observations during the day were:

- i) 1654 ex Shrewsbury to Fishguard was only a 2-carriage class 197. Very crowded.
- ii) Of the passengers surveyed on the trains 70% were long distance and 30% more local.
- iii) Of the passengers surveyed 55% travel now and then, 20% monthly, 20% weekly and 5% daily.
- iv) The Holyhead/Chester service to Birmingham is much busier than the Holyhead/Chester service to Cardiff.
- v) More work needs to be done on the trains from Chester to Wolverhampton to give a better understanding of the needs for through trains. This will be covered in the August survey.

8. Summary

From the survey the following is of note:

- i) Customer care is very good as it has been in previous years.
- ii) The incident cited was reasonably well managed.
- iii) The guards were very polite and did their work very well.
- iv) Passenger numbers:
Surveys of train numbers show that with a 3 or 4 car unit the service copes. Where there is a two-car unit it was acceptable but on its journey from Shrewsbury to Birmingham it was not. More work to do on this aspect as stated in (v) above.
- v) The next surveys will cover Chester to Wolverhampton and in August 2025.



APPENDIX A

CUSTOMER CARE

FREQUENCY OF TRAVEL

	2024	2025
DAILY	0%	5%
WEEKLY	24%	20%
MONTHLY	16%	20%
NOW AND AGAIN	60%	55%

ASSESSMENT

VERY POOR	POOR	AVERAGE	GOOD	VERY GOOD
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Q	HEADING	OVERALL SCORES COMPARISON 2013-2025				
		2013	2015	2023	2024	2025
1	Are your trains dependable	4.00	3.9	3.45	3.64	3.80
2	Are your trains on time	4.00	3.9	3.1	3.45	3.80
3	Are your trains clean	3.7	3.7	3.31	3.41	4.05
4	Are your trains comfortable	4.2	3.8	3.74	3.03	3.98
5	Are your trains overcrowded	3.8	3.5	2.7	2.74	3.33
6	Are the toilets good	3	3.1	2.96	3.27	3.03
7	Is there enough luggage space	3	3	3.07	3.5	3.85
8	Were the staff friendly & helpful	4.25	4.3	4.55	4.27	4.20
9	Pre journey information			3.32	4.12	4.10
10	Onboard information		4.1	4.4	3.87	4.03
11	Adequate car parking at station	4.4	4.4	4.1	3.94	3.10
12	Did your station have a ticket office			3.3	4.03	4.15
13	Was there easy access to the train			4.4	4.22	4.15



APPENDIX B

15th February 2024 – Results of survey on that day MID MORNING

STATION	ON THE DAY	COMPARISON			
Flint		4 CAR 158	4 CAR 197	2 CAR 158	2 CAR 197
Chester					
Wrexham					
Ruabon					
Chirk					
Gobowen					
Shrewsbury					
Wellington					
Telford					
Wolverhampton					
Sandwell & Dudley					
Birmingham New street					
Birmingham International					
Birmingham International					
Birmingham New Street					
Sandwell & Dudley					
Wolverhampton					
Telford					
Wellington					
Shrewsbury					
Shrewsbury					
Gobowen					
Chirk					
Ruabon					
Wrexham					
Chester					
Flint					



Results - 13th May 2025

SERVICE	STATION	CLASS	CARRIAGES	TIME IN	TIME OUT	PASSENGERS	CAPACITY	PERCENTAGE	STATUS	2 CAR 197	2 CAR 158	3 CAR 197	4 CAR 158
	SHREWSBURY	197	3	0926	0926	52	188	27.66		44.83	38.81	27.66	19.40
	GOBOWEN	197	3	0951	0952	60	188	31.91		51.72	44.78	31.91	22.39
	CHIRK	197	3	0957	0958	63	188	33.51		54.31	47.01	33.51	23.51
	RUABON	197	3	1002	1003	70	188	37.23		60.34	52.24	37.23	26.12
	WREXHAM	197	3	1009	1010	90	188	47.87		77.59	67.16	47.87	33.58
	CHESTER	197	3	1026		90	188	47.87		77.59	67.16	47.87	33.58
SERVICE										116 SEATS	134 SEATS	188 SEATS	268 SEATS
										2 CAR 197	2 CAR 158	3 CAR 197	4 CAR 158
	SHREWSBURY	158	4	1025	1025	69	268	25.75		59	51	37	26
	GOBOWEN	158	4	1050	1053	73	268	27.24		63	54	39	27
	CHIRK	158	4	1057	1058	75	268	27.99		65	56	40	28
	RUABON	158	4	1103	1104	80	268	29.85		69	60	43	30
	WREXHAM	158	4	1108	1111	121	268	45.15		104	90	64	45
	CHESTER	158	4	1125									
SERVICE													
	SHREWSBURY	158	2	1245	1245	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	1309	1310	30	134	22.39		25.86207	22.39	15.95745	11.19403
	CHIRK	158	2	1315	1316	33	134	24.63		28.44828	24.63	17.55319	12.31343
	RUABON	158	2	1321	1322	32	134	23.88		27.58621	23.88	17.02128	11.9403
	WREXHAM	158	2	1328	1329	35	134	26.12		30.17241	26.12	18.61702	13.0597
	CHESTER	158	2	1344		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	197	3	1525	1525	107	188	56.91		92	80	57	40
	GOBOWEN	197	3	1550		101	188	53.72		87	75	54	38
SERVICE													
	SHREWSBURY	158	2	1550	1550	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	1615	1616	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	1621	1622	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	1628	1629	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	1634		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2	1645	1645	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	1715	1716	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	1721	1722	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	1728	1729	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	1734		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2	1745	1745	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	1815	1816	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	1821	1822	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	1828	1829	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	1834		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2	1845	1845	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	1915	1916	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	1921	1922	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	1928	1929	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	1934		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2	1945	1945	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	2015	2016	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	2021	2022	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	2028	2029	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	2034		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2	2045	2045	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	2115	2116	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	2121	2122	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	2128	2129	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	2134		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2	2145	2145	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	2215	2216	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	2221	2222	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	2228	2229	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	2234		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2	2245	2245	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	2315	2316	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	2321	2322	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	2328	2329	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	2334		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2	2345	2345	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	2415	2416	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	2421	2422	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	2428	2429	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	2434		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2	2445	2445	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	2515	2516	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	2521	2522	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	2528	2529	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	2534		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2	2545	2545	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	2615	2616	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	2621	2622	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	2628	2629	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	2634		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2	2645	2645	30	134	22.39		25.86207	22.39	15.95745	11.19403
	GOBOWEN	158	2	2715	2716	33	134	24.63		28.44828	24.63	17.55319	12.31343
	CHIRK	158	2	2721	2722	32	134	23.88		27.58621	23.88	17.02128	11.9403
	RUABON	158	2	2728	2729	35	134	26.12		30.17241	26.12	18.61702	13.0597
	WREXHAM	158	2	2734		58	134	43.28		50	43.28	30.85106	21.64179
SERVICE													
	SHREWSBURY	158	2										

Results 13th May 2025

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