

NORTH & MID WALES ASSOCIATION OF LOCAL COUNCILS
NORTH WALES TRANSPORT LIAISON COMMITTEE

MINUTES

**of a meeting of the North Wales Coast Transport Committee
held on Friday 3rd October 2025 at 10.30am by Zoom**

Present were

Cllr Ian Hodge Chair	Holywell Town Council
Cllr Norma Davies Vice Chair	Flint Town Council
Gail Jones	Transport for Wales
Stephen Whitely	Transport for Wales
Cllr Doreen Mackie	Shotton Town Council
Cllr Patrick Hesson	Mostyn Community Council
Bob Saxby	Rail Future
Robert Robinson Secretary	Llanfair Caereinion Town Council

Apologies for absence received from

Cllr Michael Davies	Beaumaris Town Council
Nick Smith	Avanti Trains
Cllr Jackie Webster	Conwy Town Council

1. Welcome by the Chair

The meeting received a welcome from the Chair.

2. Minutes of the last meeting

The meeting considered and approved the minutes of the last meeting.

3. Actions since last meeting

The meeting noted the actions since the last meeting as follows:

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	Take forward survey work on this section of the main line.	Completed
4	Welsh Government Meeting	Action from previous meeting to meet WG regarding the A55 and survey results. Meeting agreed, date to be set.	Letter received and circulated
6	Meeting Colin Lea	Gail to arrange a follow up meeting in approx. 6 weeks.	Being arranged
7	New timetables	Stephen Whitley to give presentation on the new timetables.	Completed

4. Survey results July/August 2025

The meeting considered the survey report dated September 2025.

The report was accepted subject to adding Holyhead Port connections.

The survey was accepted and is to move onto the Cambrian Meeting.

5. Holyhead Port

From the survey report passengers were concerned that connections between the train and the ferry services were very poor.

The Association is to see if it can help with liaison to improve the situation.

6. Top 10 rail priorities

The members considered the top 10 subjects that the Association would like to see on the Welsh Government agenda for rail in North Wales.

The suggested list from this meeting is:

No	Priority	Details
1	Passenger capacity	Provide adequate capacity on all lines. (min 3 or 4 carriage trains on all services)
2	Trains fit for purpose	When ordering new trains to use the class 197 on shorter journeys and provide a fit for purpose train on the longer train services.
3	Cambrian hourly services	To introduce an all year around hourly service on the Cambrian Lines.
4	Stations	Provide better information and signage (including markings on the platform) to support passengers. To ensure all stations are dementia friendly. To investigate and improve situations where the platform is lower and further away from the trains creating a hazard for those boarding or alighting to trains.
5	Holywell station	To complete the provision of a new station at Holywell.
6	Cambrian Coast Line	To continue with the 4 carriage service at peak times in the summer from Machynlleth to Pwelli.
7	Transport interchange	To where possible introduce interchanges where buses and trains are co-ordinated.
8	Ticketing	To have a single simple train ticketing system.
9	Carno Station	To clarify the status of re-opening this station on the Cambrian Lines.
13	Welshpool	To implement the interchange the subject of the feasibility study completed some years ago and to provide lifts to enhance disabilities (currently using a steep ramp).
14	Porthmadog - Banger	Progression with feasibility studies to take forward the proposals for the re-instatement of the line.

7. Reports from rail companies

7.1 Transport for Wales

Stephen Whitley gave a presentation on the new timetables affecting North Wales along with information on new trains and services.

It is recognised that there is not enough capacity or frequency of services on the North Coast lines.

The class 158's are likely to be taken out of service by the end of 2026 or very early 2027.

There is also work to be completed with regard to level crossings.
The relevant slides are attached to these minutes.

The issues around the Cambrian lines and Holyhead services were highlighted with regard to the period when the full hourly train service is introduced on the Cambrian Line and trains leave Shrewsbury.

The Conway line consultation is to take place from 13th October to 28th November. The secretary will issue details when they are available. The line will only see a change in timetable if there is support for it. See illustrative timetable attached to the minutes.

7.2 Avanti Trains

There was no representative from Avanti at the meeting.

7.3 Network Rail

There was no representative from Avanti at the meeting.

8 Buses

A general discussion took place around local and national buses.

9 Liaison Groups

The Liaison Groups are to take up a role including a wider membership to enable the railways to liaise with one group on each line only. The meeting is to consider at its January meeting what its remit might be taking into account what it wants from such meetings. The liaison group for the North Wales line will be this one.

.Date of next meeting

The next meeting will be in person at Shrewsbury on Friday 9th January 2026 at 10.30am. Robert and Gail will liaise over details.

11. Actions to be taken forward

The following actions are to be taken forward from the meeting:

No	Item	By
1	Minutes to be prepared and circulated	Secretary
2	Minutes to be posted on the website	Secretary
3	Circulate Conwy Valley line consultation	Secretary
4	Arrange liaison with Stena Line and Ireland Ferries with regard to rail connections	Secretary
5	Take forward priorities list to next Cambrian Meeting and for approval by the Full Association meeting.	Secretary
6	Gail to arrange a follow up meeting.	Gail Jones
7	Arrange next the meeting in Shrewsbury	Secretary & Gail Jones
8	Arrange meeting with Colin Lea	Gail Jones

SLIDES FROM TRANSPORT FOR WALES

When will the timetable change?

14th December 2025

- Increase of 1 train per hour in most hours between Chester and Wrexham General every day
- Now 'live' on online Journey Planners (but may change again before December)

17th May 2026

- Major changes in North Wales (Chester <> Holyhead/Llandudno) on Monday - Saturdays

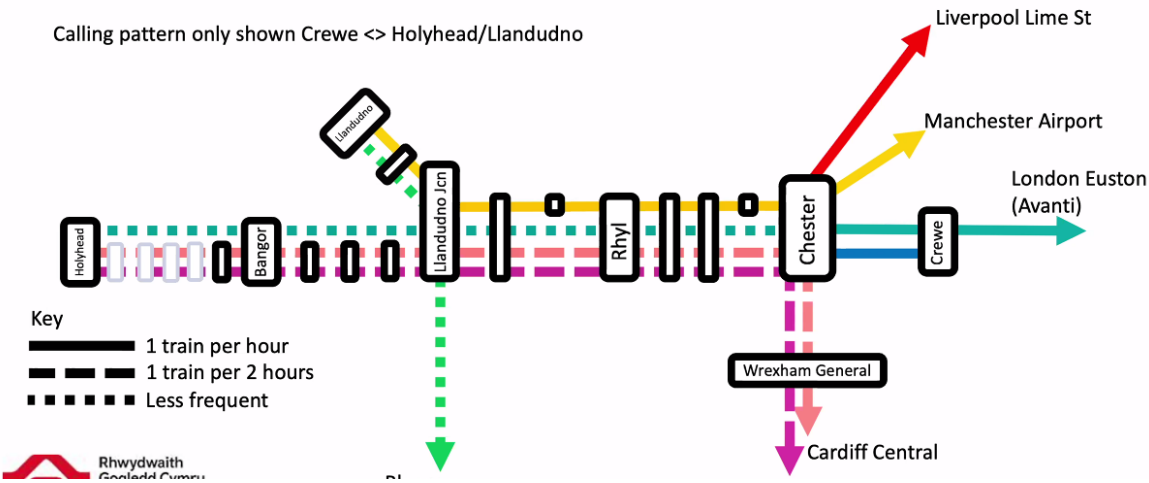
13th December 2026

- Potential further change to the Conwy Valley line on Monday – Saturdays (subject to stakeholder consultation)

Network North Wales

Standard hour in today's Timetable (May'25) for North Wales

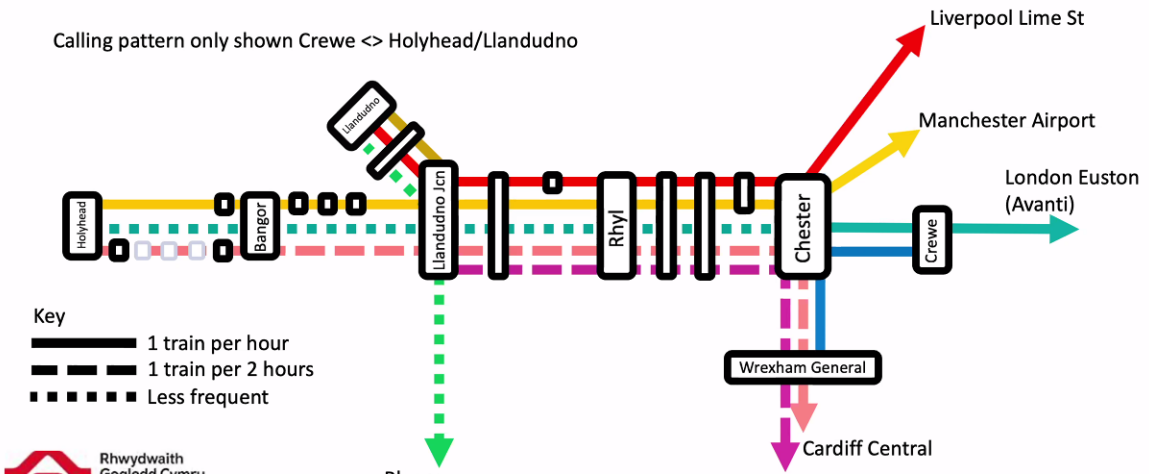
Calling pattern only shown Crewe <-> Holyhead/Llandudno



Network North Wales

Standard hour Timetable from May'26 for North Wales

Calling pattern only shown Crewe <-> Holyhead/Llandudno



Standard hour Timetable from May'26 for North Wales

Overall timetable

- Trains will run at the same minutes past each hour, most hours
- The timetable structure will be more robust, with sufficient recovery time to absorb minor delay and request stopping
- Platforming at Chester should be more consistent – same platform for the same departure every hour

Performance

- Sufficient dwell at busy stations and elimination of units with end-doors only (except MkIVs)
- Units won't 'interwork' between different routes – this prevents delays on one route spreading to another route
- Conwy Valley unit remains 'captive' all day and doesn't do other work
- Timings throughout North Wales have been rechecked and now bespoke for the cl.197 train, which will help Right-Time performance
- More robust turnarounds at the end of journeys – which means more trains will start their next journey on-time

Level Crossings

- Improvements to the timetable have had to wait for safety measures to be agreed and implemented at 4x level crossings (Sandy Lane, Beverley Drive, Ty Gwyn and Pen Uchaf) in Prestatyn and Pensarn
- These crossings have been identified among the highest-risk on the Wales and Borders network. While the level crossings are *currently* within national limits for safe use, the planned train service increase (+30 more train passes a day) would pose too much of an additional safety risk to anyone attempting to cross the lines where trains travel up to 90mph
- In Pensarn alone, current usage at the level crossings mentioned has seen six near-misses, 14 incidents of misuse, and two fatalities recorded in recent years
- The proposed solution to address the increased risk at these level crossings was announced earlier this year, when Network Rail shared initial designs to close these crossings and replace them with active travel compliant, accessible, ramped footbridges. Following local community feedback, Network Rail has now developed revised designs that reduce the visual impact of the bridges and improve accessibility, including positioning the Prestatyn bridge closer to the existing road bridge near the station
- Funding is now secured and the work is to be undertaken during the 26/27 financial year, with

EXAMPLE CONWY LINE TIMETABLE PROPOSAL

OFFICIAL

Network North Wales: December 2026: 1st draft Conwy Valley timetable for consultation (Southbound)

Transport for Wales						
Llandudno (d)	-	0810	1110	1410	1725	2010*
Llandudno Jcn (a)	-	0820	1120	1420	1734	2020*
Train from Chester (a)	-	0745	1115	1414	1728	2017
Llandudno Jcn (d)	0551	0823	1123	1423	1736	2023*
Betws-y-Coed (a)	0615	0855	1155	1455	1808	2055*
Betws-y-Coed Bus S1 to Caernarfon (d)	-	0903	1203	1503	1803	-
Blaenau Ffestiniog (a)	0643	0928	1228	1528	1841	2128*
Blaenau Ff'nioig Bus T22 to Caernarfon (d)	0715	1015	1315	1615	1915	2245

Ffestiniog Railway (note: not all trains run every day)						
Blaenau Ffestiniog (d)	-	1140	1245	1625	-	-
Porthmadog Harbour (a)	-	1250	1355	1735	-	-

Would the proposed new train timetable work better for local people?



- More reliable – train is captive to this service only and has robust turnarounds
- 1st train is later, arrives Llandudno 08:00 but it now misses the connection from Llandudno Junction to Euston at 07:33. Instead, there's a good connection towards Manchester
- 17:25 departure from Llandudno and later, last train at 20:10

Does this timetable work better for schools?

Morning train too late, and afternoon train too early for Blaenau students at Dolwyddelan School – but mathematically there's no way of fixing that with 1 train