



north wales economic ambition board  
bwrdd uchelgais economaidd gogledd cymru

## **Update on the North Wales Economic Ambition Board's Rail Modernisation Work**

**John Rooney**

Rheolwr Prosiect – Cysylltedd & Isadeiledd  
Project Manager – Connectivity & Infrastructure



# North Wales Economic Ambition Board Workstreams

➤ The North Wales Economic Ambition Board has 5 Workstreams:

- Skills & Employment
- Inward Investment led by Wrexham Council
- Supply Chain led by Anglesey Council
- Cross Border Economic Development led by Flintshire Council
- *Connectivity & Infrastructure led by Denbighshire Council*

➤ Connectivity & Infrastructure has 4 strands:

- Railway Modernisation
- Infrastructure relating to Strategic Land Site Development
- Regionally important Road Interventions
- Digital Infrastructure

Economic  
Development  
in North Wales



# North Wales Mainline Electrification (including Crewe/Warrington – Chester) Update

- The WG have submitted a Strategic Outline Business Case (SOC) for Electrification to the DfT – medium value business case according to DfT Criteria.
- EAB & WG working on additional studies to strengthen the SOC
- Stage 2: Outline Business Case; Stage 3: Full Business Case
- Solution needed for funding the business case development work and at a later date construction?
- Background Factors:
  - London – South Wales electrification behind schedule and over budget
  - Cardiff – Swansea electrification TBA
  - Bedford – Sheffield electrification delayed until after 2019
  - Trans Pennine electrification delayed until 2020+
  - Delays and cost overruns will absorb resources in the next Control Period 2019-2024
- Delay to electrification in North Wales gives the opportunity for other rail investments e.g. linespeed upgrades.

# Borderlands Line

- A 'Wrexham – Bidston (Borderlands Line) Service Enhancement Economic Appraisal' jointly commissioned by Merseyrail & WG was completed in 2015.
- Report investigated the business case for an increase from 1 tph to 2 tph with different stopping patterns, and either with a new station at Deeside Industrial Park or an upgrade of Hawarden Bridge station.
- Outcomes:
  - Uncompetitive generalised journey times compared to the Merseyrail service.
  - Positive business case for 2 tph with existing stopping patterns.
  - Stronger business case for Hawarden Bridge upgrade than a new Deeside station
  - Either Deeside option dependent on a shuttle bus service.
- Next Steps:
  - 2 tph must be part of the next W&B franchise specification
  - Pursue station development with the WG
  - Part of a solution for a Shotton interchange.
- Keep an eye on.....Merseyrail plans for extending electrification south of Bidston

# The Next Wales & Borders Franchise

- Due for renewal in October 2018.
- Opportunity for a step change in franchise service quality
- Scope of the next franchise under discussion between the WG and DfT.
- The EAB submitted a response to the WG's consultation on the W&B franchise in March.
- Key points in the consultation response:
  - Cross border services retained in the franchise
  - Rail needed to be more competitive with the car
  - The franchise must be based on growth
  - Faster services with reduced journey times are needed
  - The recent ScotRail, Northern & Trans Pennine franchises set the benchmark
  - Rolling Stock is a problem
  - Franchise needs new services
    - 2tph Llandudno – Manchester Airport
    - Direct North Wales / Wrexham – Liverpool services via Halton Curve
    - Wrexham – Manchester
    - 2 tph on the Borderlands line



**Any Questions?**

