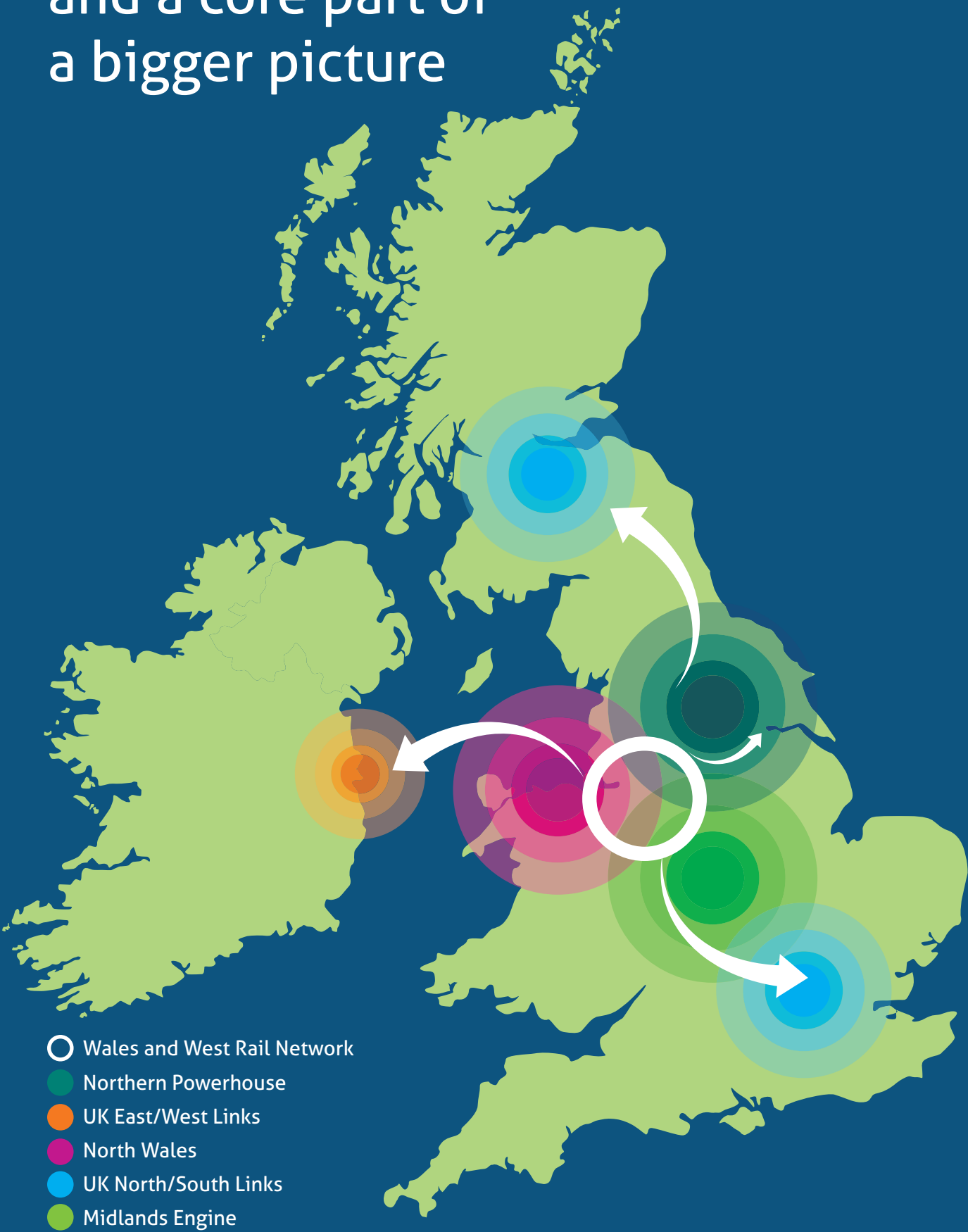


The background of the entire page is a solid blue color. Overlaid on this is a faint, light blue map of the United Kingdom. Superimposed on the map is a network of dark blue dots of varying sizes, connected by thin, dark blue lines. This network represents a rail or transport system. In the central-eastern part of the map, corresponding to the London area, there is a more prominent cluster of nodes. Some of these nodes are colored in a lighter blue or white, making them stand out from the darker blue nodes that cover the rest of the country.

# West and Wales Strategic Rail Prospectus

Maximising growth by extending the benefits of HS2

# A pivotal location and a core part of a bigger picture



The West and Wales Strategic Rail Prospectus sets out our long-term vision for improvements to the rail network and builds upon the excellent work and progress achieved to date through Growth Track 360, Constellation Partnership and Warrington New City.

We have a strong and cohesive economy that does not recognise administrative boundaries. Over 1 million cross-border (Wales-England) commuter movements occur with significant flows to Liverpool, Manchester and the Midlands.

In order to continue to support high levels of economic growth and housing we need to make travel by rail for local, regional and national journeys as accessible and attractive as possible. This will help deliver an integrated rail network that works for everyone.

We aim to revolutionise rail travel across the geography by building on HS2 investment to create effective access to labour markets, population centres, education and healthcare in order to unlock growth. Hence, immediate focus is on delivering a Crewe Hub Station which can accommodate enhanced regional rail services, 5-7 HS2 trains per hour and facilitate high quality interchange.

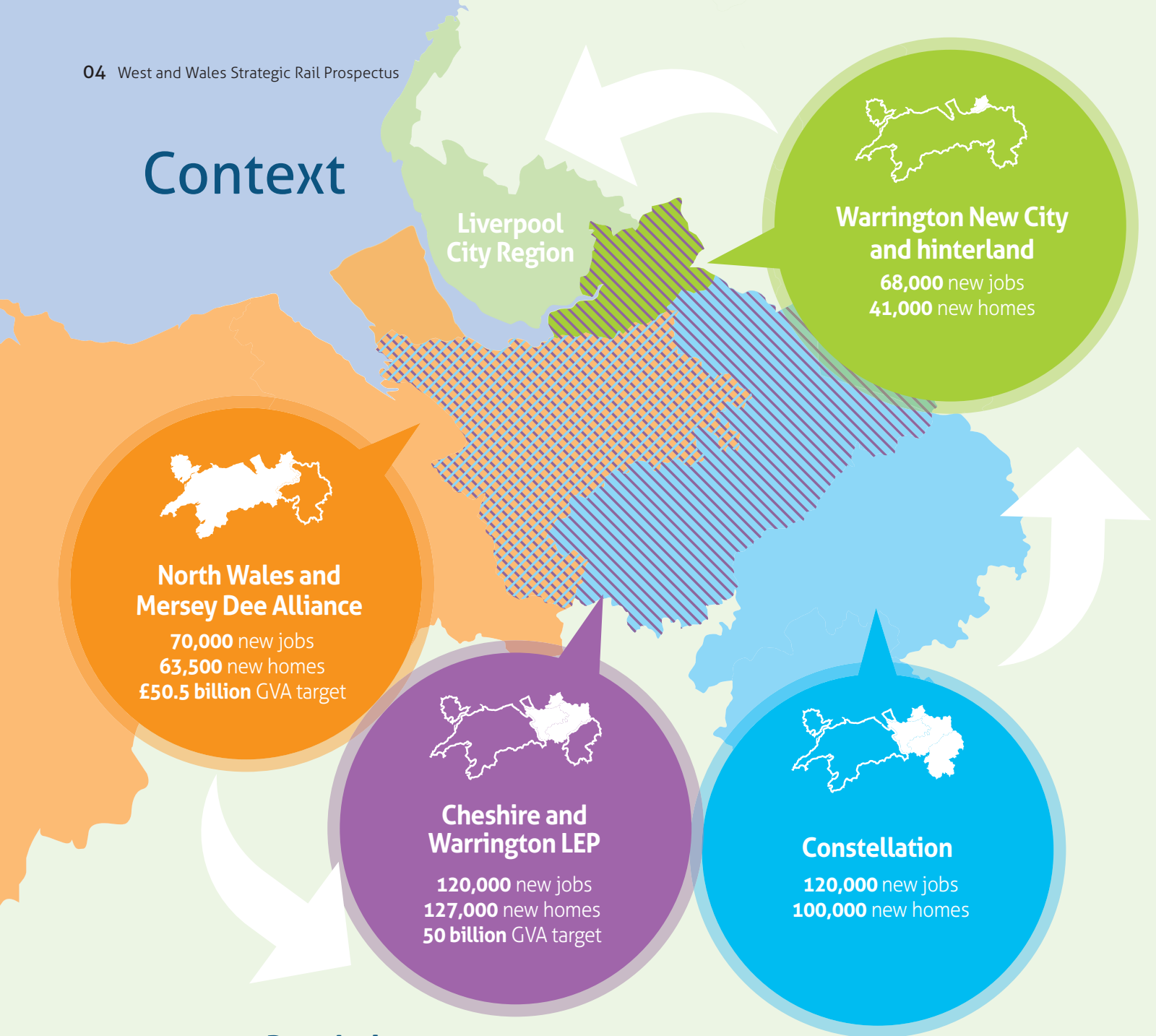
Our vision aligns directly with the Transport for the North Strategic Corridor 'West and Wales' and represents a co-ordinated position.



## Our vision is consistent with Transport for the North’s 5Cs

|                    |   |
|--------------------|---|
| Connectivity       | A step-change in connectivity including frequency and journey time improvements for both passenger services and freight, combined with better integration of services. This will bring the North’s economic centres and neighbouring regions closer together and better align service provision to the seven day economy, supporting sustainable transformation of the North’s economic performance above and beyond that permitted by HS2 and Northern Powerhouse Rail.  |
| Capacity           | Providing longer trains and additional services to meet existing and future passenger demand, with improvements to the infrastructure and signalling capability to accommodate these additional services. It will also enable the railway to be maintained and renewed in such a way that passengers and the freight users are not constantly disrupted by engineering possessions. This will ultimately improve access for all to opportunities across the North, and facilitate the large-scale modal shift of passenger and freight flows which will be required.  |
| Customer           | A passenger network that is easy to navigate, accessible and predictable, with consistent information available before and throughout journeys. For passengers, there will be a less complex and more rationalised fares structure and better coordination of services with one another and with other modes of public and active transport. Stations and rolling stock will be of high quality with secure and comfortable passenger environments and facilities tailored to the needs of the journeys being made. For freight, there will be improved reliability and punctuality and the flexibility to meet the changing needs of the industries of the present and the future. Collectively this will improve the performance and integration of the North’s strategic transport network by delivering high quality services across the North. |
| Community          | A railway which supports the social fabric of the communities it serves, providing journey opportunities which enable access to education, training and leisure opportunities as well as employment, and plays a full part in addressing transport poverty, isolation, and deprivation across the North. Equally important is enhancing rail’s wider role in society and reflecting our global responsibilities, including the reduction of greenhouse-gas emissions, the transition to sustainable energy sources and reducing the pollution caused by transport activities. Rail will contribute to these both by supporting modal shift for both passenger and freight and by increasing environmental standards of rail’s own operations.   |
| Cost Effectiveness | Growing revenue and minimising the unit cost of operating and maintaining the North’s railway without compromising the quality of the services offered, will help maximise network efficiency and enhance the case for additional faster and direct services.   |

# Context



## Population

2.1 million



## Geography

West and Wales covers 3 Local Enterprise Partnerships, (Cheshire and Warrington, Stoke and Staffordshire, Marches) North Wales and constituent Local Authorities. It also reflects the Transport for one of the North's Strategic Development Corridors.



## Economy

The West and Wales geography is a hugely diverse and successful economy. The region's GVA is greater than that of core cities like Birmingham, Leeds and Sheffield. Cheshire & Warrington's economy has doubled in size since 1997 and has the second highest GVA per head of population outside of London.

The region represents one of the UK's most exciting economic geographies with strength in advanced manufacturing, life sciences, energy and logistics.

There are 4 key Enterprise Zones in the area: Deeside Northern Gateway, Wirral Waters, Cheshire Science Corridor and Ceramic Valley.





## The reality today

The West Coast Mainline forms the central north-south spine through the region, with Crewe forming the main interchange point between branches to Chester and North Wales, Liverpool, Manchester, Stoke and the East Midlands, Shrewsbury and South Wales.

Through its position at the intersection of the Cheshire Lines Committee Line and the West Coast Mainline, Warrington as a hub can also form the gateway into Cheshire and Warrington from the north towards Lancashire and Cumbria as well as east from Manchester and Leeds.

Recent rail investment in our region includes a £40 million scheme to redouble the line between Chester and Wrexham, work to reopen Halton Curve to two-way regular trains, investment in Warrington stations, and the ongoing £50-million North Wales Railway Upgrade project, including new signalling on the North Wales Coast Line from Shotton to Colwyn Bay.

The North Wales Integrated Transport Task Force, established by the Welsh Government, has also developed a possible network for a metro system in North Wales, enhancing connectivity to key employment sites such as the Deeside Enterprise Zone. A fundamental aim of this

**Our Rail Network cannot cope with further growth without prioritised, targeted and sequential infrastructure and service investment.**

metro system is to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable, reliable and effective transport networks.

Despite these projects, investment in rail remains significantly behind highways investment in West and Wales. Congestion on our strategic road network is a huge barrier to growth yet many don't see rail as a viable alternative to the private car due to slow rail journey speeds and low frequencies.

Frequencies are further constrained by infrastructure including lack of passing loops and limited access to stations. Chester East Junction is a prime example where capacity does not currently permit higher frequencies to cross Chester between East and West.

# A poor experience for all


The reality in West and Wales is that for too many journeys rail travel does not match the convenience, comfort or cost of travel by car. This results in increased traffic congestion on our roads, reducing the attractiveness of the region.

Long journey times by rail are a key issue for the Cheshire and Warrington area. A rail journey can take up to an hour and a half depending on route whilst a car journey would only take 55 minutes.

“Many of our train journeys today, go no faster than a horse. Who thinks this is acceptable in the 21st century?”

Ashley Rogers  
Chair, North Wales and Mersey Dee  
Business Council

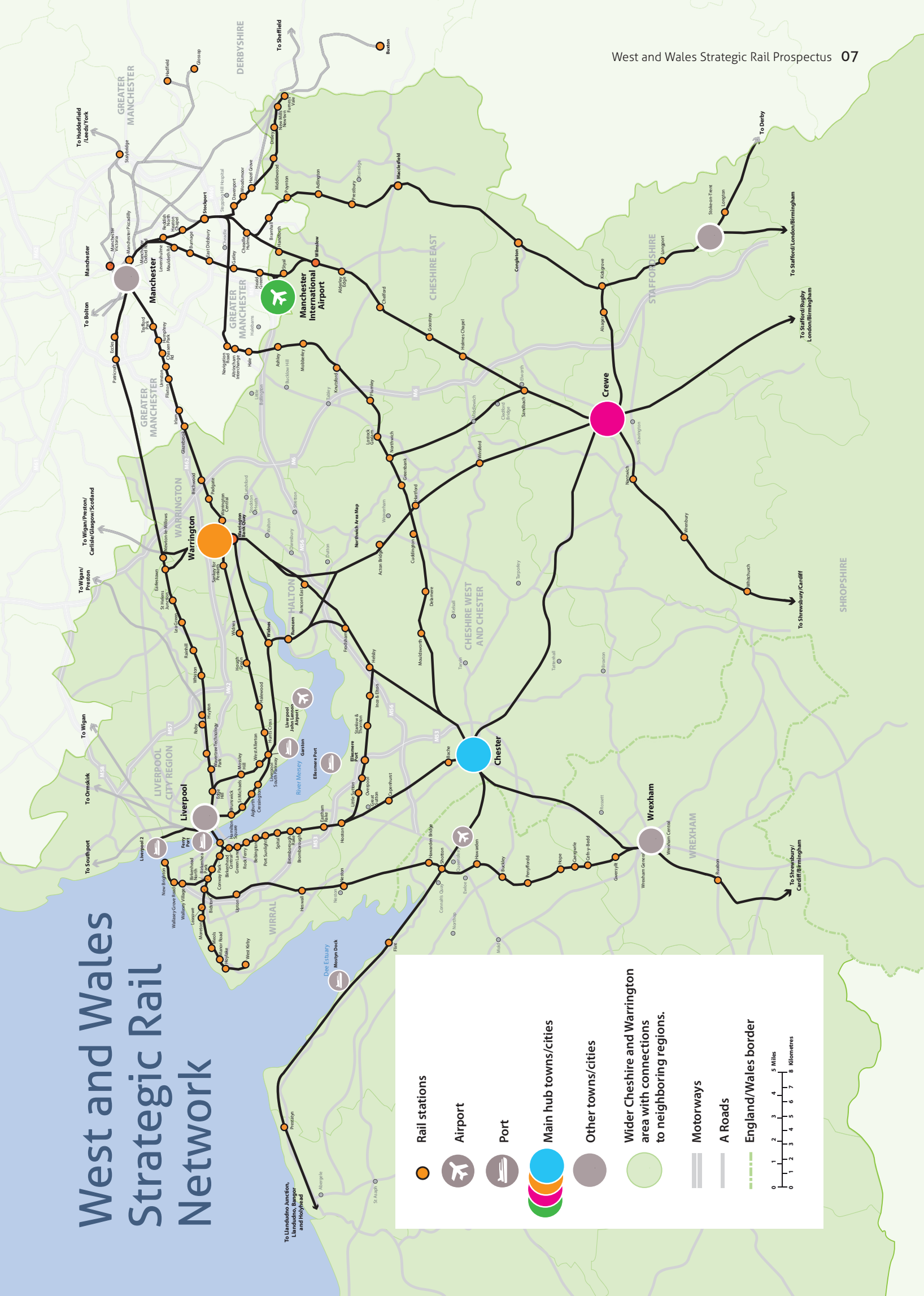
1 in 5   
people turn a job down because  
they cannot get to work  
source: Growth Track 360

1%   
of cross-border commuting is by rail  
which is 80% less than the UK average.  
source: Growth Track 360



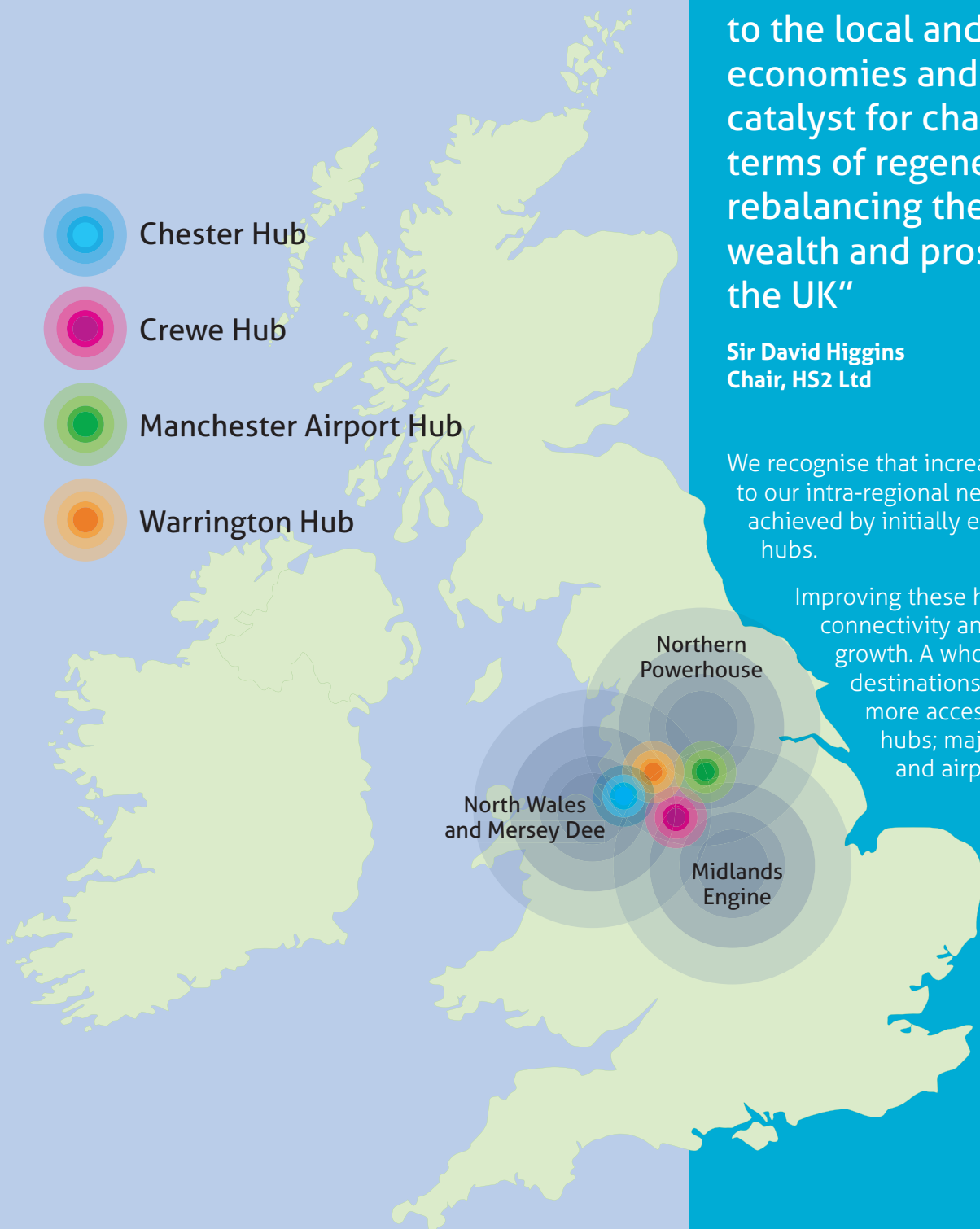


# West and Wales Strategic Rail Network



## 4 Core Hubs

Targeted investment in our rail hubs will deliver a step change in connectivity and growth.

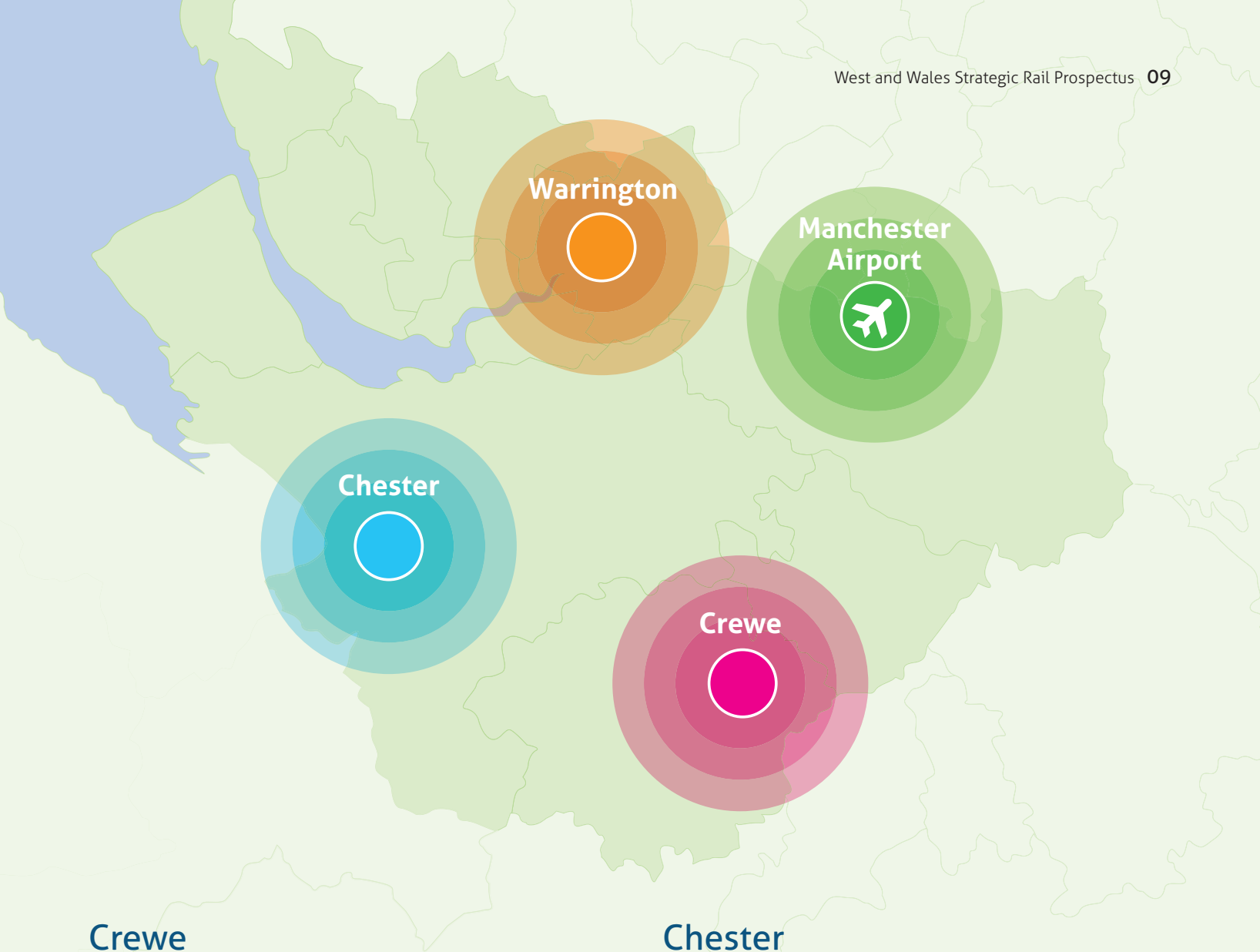


“integrate HS2 into the existing rail network and potential improvements to it... a coherent approach would maximise the value to the local and national economies and be a real catalyst for change in terms of regeneration and rebalancing the spread of wealth and prosperity in the UK”

Sir David Higgins  
Chair, HS2 Ltd

We recognise that increased connectivity to our intra-regional network will be achieved by initially enhancing our core hubs.

Improving these hubs will maximise connectivity and accelerate growth. A whole range of destinations will become more accessible via these hubs; major cities, ports and airports.



## Crewe



HS2 access point with the 'right' future-proofed Crewe Hub central to all regional aspirations.



New station and rail services supporting aspirations for 13,000 homes in Crewe and up to 100,000 across wider Constellation Partnership by 2043.



Enhanced station catering for HS2 services and hub-and-spoke connecting services.

## Warrington



Potential strategic location at the future intersection of HS2 and Northern Powerhouse Rail (HS3) services.



Warrington is the most economically successful town in the North of England and has the largest catchment population in the UK outside London. (Centre for Cities, 2016)



Proposals to redevelop Bank Quay station and create a new mixed use neighbourhood centred on the station.

## Chester



Chester Business Quarter, £100m investment adjacent to station.



Chester City Gateway scheme to address access and capacity to Chester.



Chester Northgate is a primary driver for regeneration in Chester comprising a £300 million 500,000 sqft retail and leisure-led development.

## Manchester Airport



£1bn worth of investment being delivered at Manchester Airport to provide a world-class gateway in the North of England.



Manchester Airport City an established and growing business hub.



New station will support improved passenger access to the airport from across West and Wales via Crewe Hub.

# Growth Opportunities

**North Wales and Mersey Dee Alliance**  
70,000 new jobs  
63,500 new homes  
£50.5 billion GVA target

**Warrington New City and hinterland**  
68,000 new jobs  
41,000 new homes

**Crewe North Junction**  
Connects region high speed to Manchester, Manchester Airport and Birmingham

**Constellation**  
120,000 new jobs  
100,000 new homes

**Cheshire and Warrington LEP**  
120,000 new jobs  
127,000 new homes  
50 billion GVA target

HS2 proposed

HS2 Golborne Link

Potential Golborne Link HS2 alternative

Potential Northern Powerhouse Rail (su subject to Business Case)

Regional rail lines

Housing

Development sites/business parks

Universities

Enterprise Zones

Airport

Ferry Port

Main hub towns/cities

Other towns/cities

England/Wales border

0

1

2

3

4

5

6

7

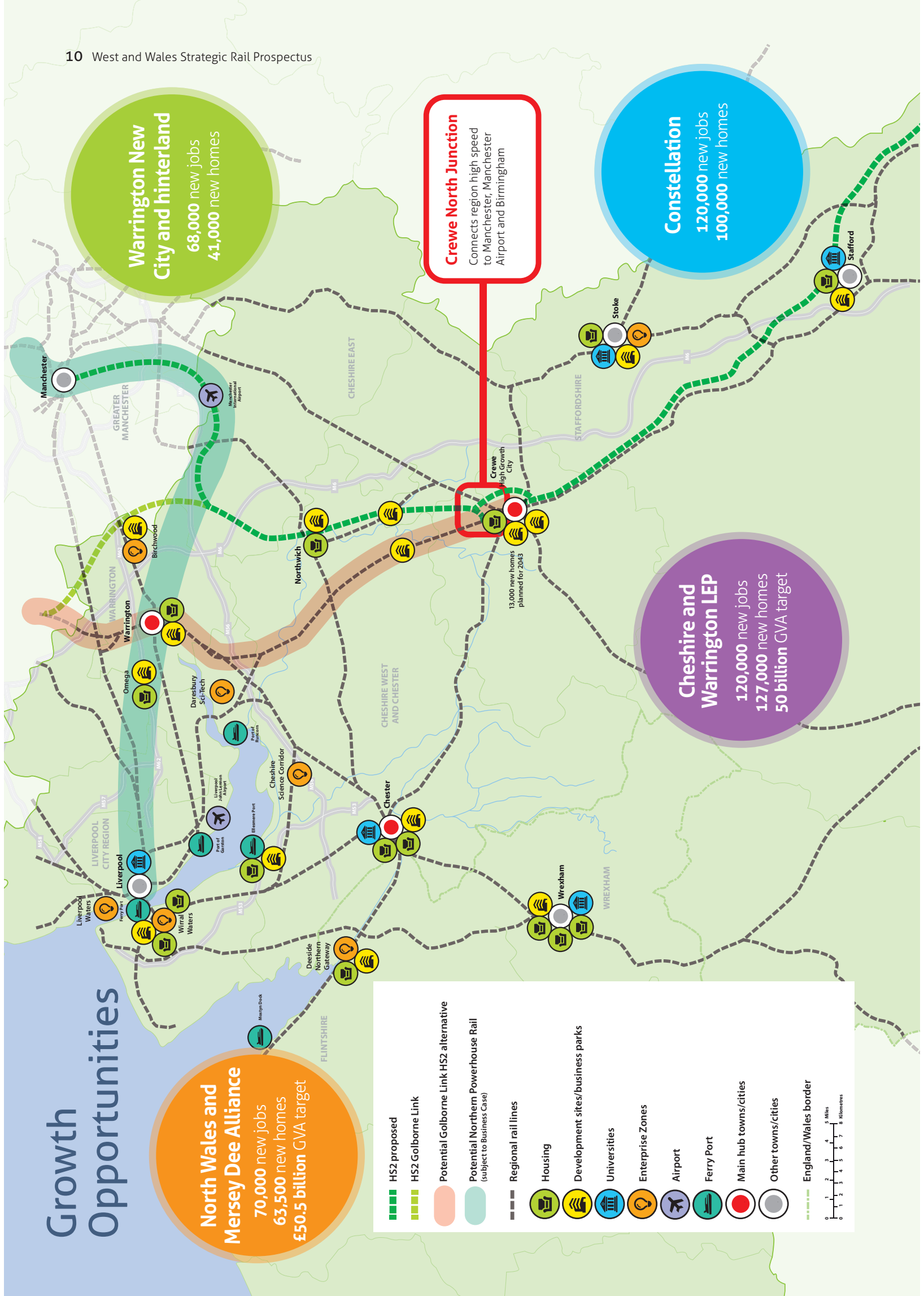
8

9

10

Miles

Kilometers



# Outcomes of Investment

Targeted investment in our rail network is key to unlocking our economic potential, opening opportunities for new homes and employment prospects. The degree to which our ambitions become a reality will depend on the level of investment in transport from all sources before the arrival of both HS2 and NPR. If HS2 and NPR are to be well received and well used by residents/businesses from West and Wales there needs to be a commitment to investment in rail travel in the region, and a solution at Crewe that maximises the connectivity.



# Improved connectivity at all levels

## Access to local labour markets

Key employment & education sites poorly served by rail (2% commuter journeys) with 5 Enterprise Zones locally.



## Access to regional markets

Link skill & jobs with improved rail access to Manchester, Liverpool and the Midlands markets to accelerate growth.



## Access to international markets

Manchester Airport (24.5 million passengers) annually, Liverpool Airport & Liverpool Port development offer huge international connectivity and potential.



## Access to UK markets

Crewe, with HS2, and effective connection with NPR will connect West & Wales to Northern Powerhouse & Midlands Engine.







"Access to skilled workers is essential for our multinational advanced manufacturing business, so reliable and fast transport links are crucial for Airbus. An efficient, connected rail network is a must have."

Steve Thomas, Government Affairs Executive  
AIRBUS UK

# Rail Aspirations

HS2 is fundamental to unlocking the UK’s full economic potential where poor connectivity is constraining growth. Targeted investment in our four key rail hubs and across the Cheshire and Warrington network can deliver a step change in connectivity and growth across the region, including supporting growth in the Liverpool and Manchester City Regions. This will maximise the North West’s contribution to the target for transformational levels of growth across the UK.

## Crewe Hub

- **The importance of the HS2 hub at Crewe to our region cannot be understated.** The existing station sits at the confluence of a 360-degree network of lines and has the ability to serve a catchment extending far beyond Crewe.
- Crewe already acts as a major interchange on the rail network and Network Rail is working on developing options for the Crewe Hub which will become a key interchange on the HS2 network with trains linking to London, Manchester, Birmingham and Scotland. The benefits of the Crewe Hub to our region are numerous and can be summarised as follows.
- **Now is the time for action.** By 2027 HS2 will have been completed as far as Crewe and we need to ensure adequate service provision and that the design of the station supports the substantial benefits that high speed connectivity can deliver for the entire West and Wales area. Ensure that 5-7 high speed trains per hour stop at Crewe as proposed in the Government Crewe Hub consultation. Ensure that classic rail service levels on regional, lines into Crewe, including the WCML, are enhanced.





## Chester Hub

- Chester Station forms the primary gateway between Cheshire, Warrington and North Wales and acts as the focal point of the Mersey-Dee area. It offers connectivity to North Wales, South Wales via Wrexham, Crewe and London, and Manchester. It forms the southern terminus for the high frequency Merseyrail sub-urban network providing excellent connections into Liverpool City Region.
- Currently, frequencies and speeds on lines into Chester are low and limited by constraints on the network including lack of electrification. Chester East junction places a constraint on services from the east, whilst the limited platform capacity at the station limits through services between east and west. A package of both on and off-track works known as Chester City Gateway is currently being developed to resolve these conflicts and will help establish the station area as a world-class place to do business, attracting employment and residential opportunities.

## Warrington Hub

- Warrington is a major success story in North West England, growing from a small town of 70,000 people to the Economic Engine of more than 200,000 it is today. It is home to a number of nationally important employers including AMEC Foster Wheeler, and as outlined within Warrington New City programme, the Council is committed to delivering 30,000 homes and 31,000 jobs in the city by 2040.
- Warrington Hub provides a crucial interchange point between North-South and East-West rail services where high speed rail will meet an expanded City Centre offer. There is also the opportunity for interchange on the CLC to access the headline growth locations of Birchwood and West Warrington.
- This will help to provide a connected hub for Chester and North Wales services, linking them to both NPR and Scotland/Lancashire bound HS2 services too. Over a million people in the Mersey Dee area around Chester and along the North Wales Coast would have better, more logical access to the NPR network, completing the 'Growth Track 360' plans of that area.

## Manchester Airport

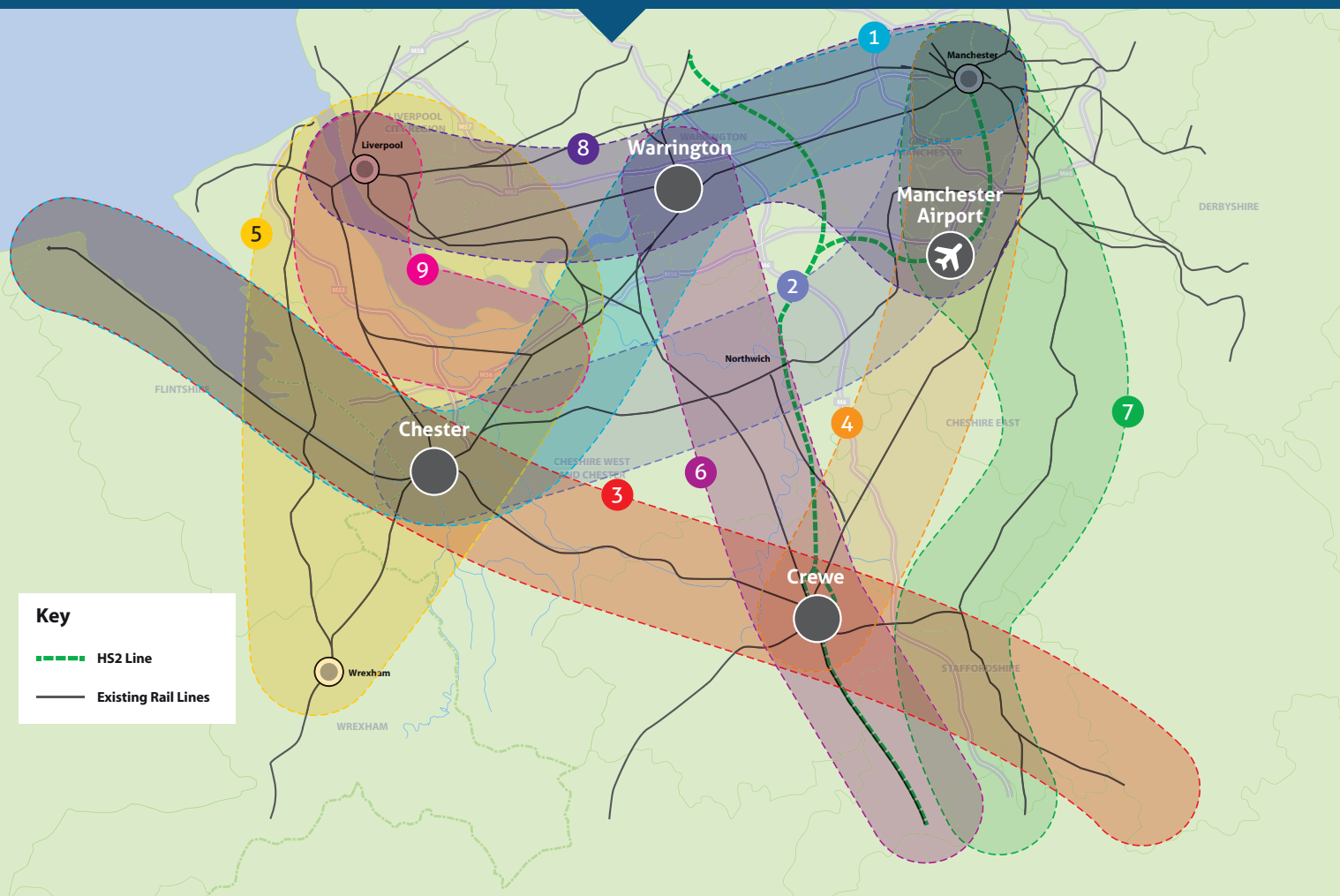
- Despite being the busiest airport outside of London and having surface connections across the North, Manchester Airport is surprisingly poorly connected to West Cheshire and North Wales. As shown, rail journey times from key locations across the region are not competitive compared to the private car and if we are to be successful in reducing this dominance and providing attractive rail access to the multi-billion-pound Airport City development, viable journeys from all parts of the region by rail must be created.
- Crewe Hub could be game-changing in this regard. Providing regular services to Manchester Airport via HS2 will significantly improve access from West Cheshire and North Wales as well as from Stoke and the East Midlands, helping to deliver the Constellation Partnership's aspirations. For this to be successful, a northern junction to HS2 from Crewe Hub is essential, as are frequency improvements on the lines into Crewe.
- Further proposals such as the Manchester Airport Western Link could provide direct rail access from the Mid Cheshire Line to the airport, cutting rail journey times from parts of Cheshire and Warrington by over 40 minutes, encouraging higher numbers of people to leave their cars at home. The Link will also enable much faster journeys between Mid Cheshire and Manchester.
- Connecting the Airport to the NPR network would be similarly transformative providing high speed journeys from across the north of England and opening up international markets.

# Enhancing Strategic Corridors

- To enhance the success of the HS2 project, increase patronage and maximise its benefits in our region, it is fundamental that rail improvements are delivered across our sub-regional network. Service frequency and journey times throughout West and Wales must be increased to maximise the ease with which passengers can access HS2 services at Crewe.
- Here we present key economic opportunities as well as key rail issues and proposed headline investments in our region that are needed.

- 1 Between North Wales and Manchester (North Wales – Chester – Warrington – Manchester) –
- 2 Mid Cheshire (Manchester – Northwich – Chester/Middlewich – Derby – East Midlands)
- 3 Between North Wales and Staffordshire (North Wales – Chester – Crewe – Derby)
- 4 Between Cheshire East and Manchester (Nantwich – Crewe – Manchester)
- 5 Between North Wales and Liverpool (North Wales Coast / Wrexham - Liverpool)
- 6 Between Warrington and Stafford (Warrington – Winsford – Crewe – Stafford)
- 7 Between Manchester and Stafford (Manchester – Stoke – Stafford)
- 8 Between Liverpool and Manchester via Warrington (Liverpool – Warrington – Manchester)
- 9 Between Helsby, Hooton and Liverpool (Helsby – Ellesmere Port – Birkenhead - Liverpool)

Strategic corridors demonstrate significance of four hubs to interchange



## 1 Between North Wales and Manchester via Chester



### Service Aspiration

- Faster journey times through line speed improvements
- New direct services and increased frequencies.

### Key

- Housing
- Development sites/business parks
- Universities
- Enterprise Zones
- Ferry Port
- Airport

Critically the line directly connects communities in North Wales, Chester, Warrington and Manchester with economic opportunities, as well as direct access to the Port of Holyhead and Manchester Airport. With services also provided to London Euston & Birmingham Interchange, the North Wales Coast Line is directly connected to the UK's three largest cities.

## Economic Context



Rail line provides direct connectivity to major advanced manufacturing and research and development sites in North Wales, and connects the 'Energy Corridor', in proximity to Wylfa Power Station.



Major growth opportunities on Anglesey as well as at Bryn Cegin, Bangor and Deeside.



Number of world leading manufacturing and engineering corporations with premises throughout the corridor including Airbus, AMEC Foster Wheeler, Schneider Electric and TATA Steel.



7,000 jobs to be created at Deeside Northern Gateway, the largest private sector-led development in North Wales, with a further 1,000 jobs supported in construction.



£300m investment in retail, leisure and residential opportunities in Chester through the Northgate project.

## Key Issues

- Key constraints Chester East Junction & Chester platform capacity
- Slow line-speeds, low service frequencies & poor rolling stock result in car being more attractive than rail
- Most services terminate at Llandudno
- Lack of capacity between Warrington & Manchester & within Manchester
- Chester to Manchester journey-time key constraint to labour market access

## Key Opportunities

- Chester capacity platform & East junction
- Parkway station at Broughton
- Electrification

## 2 Mid Cheshire



### Service Aspiration

- Minimum half-hourly service between Chester and Manchester
- Re-introduction of passenger service on Middlewich corridor
- Faster trains from Mid Cheshire to Manchester Piccadilly via Manchester Airport

### Key

- Housing
- Development sites/business parks
- Universities
- Enterprise Zones
- Ferry Port
- Airport

The Mid Cheshire line connects a number of regional centres across Cheshire, including Northwich and Knutsford to opportunities in Chester and Manchester. The Middlewich branch (Sandbach-Middlewich-Northwich) is currently used daily as a freight line and bypass route when the WCML is closed.

## Economic Context



Major housing growth planned in Chester, Northwich and Knutsford, with potential to deliver well over 10,000 homes in the current and next Local Plan periods.



A number of key regionally important employment centres are accessed from stations on the line including the 3,000 employees at the Barclays site in Radbrooke Hall as well as approximately 5,000 employees at the rapidly expanding Gadbrook Park site in Northwich. The HUT Group and Barclays both have major premises at this site. Chester Central Business Quarter is also served by the Mid Cheshire line.



Growth proposals at a number of industrial estates within the Mid Cheshire corridor including the Sealand and Parkgate Industrial Estates in Chester and Knutsford respectively.



The Mid Cheshire Community Rail Partnership (CRP) also continues to support the local economy through maximising investment on the line and contributing to the upkeep of stations.

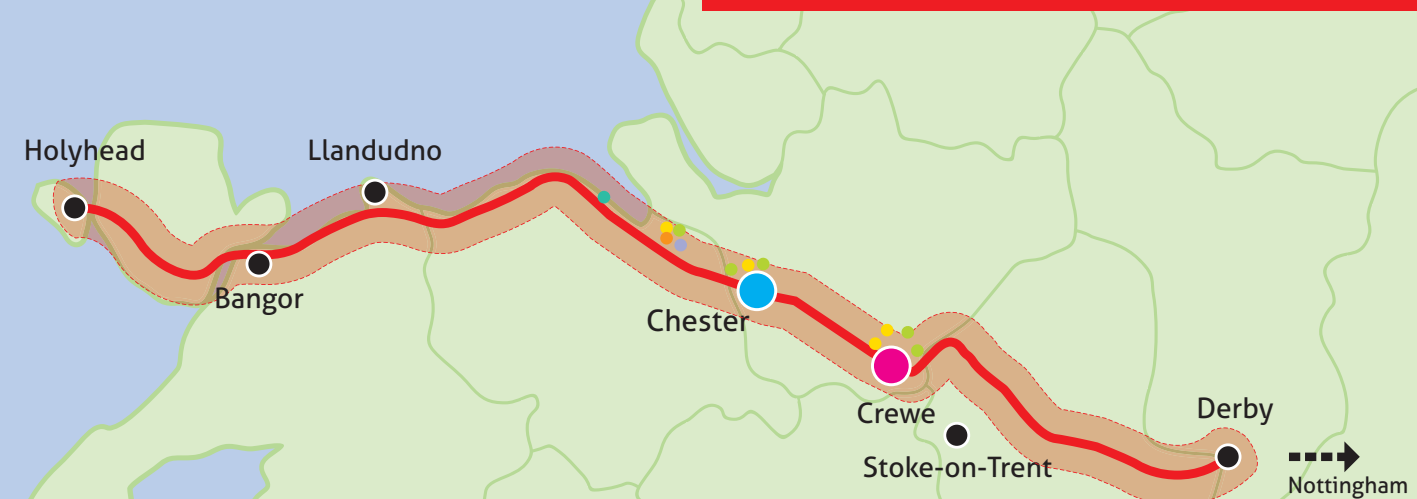
### Key Issues

- Capacity issues with single track and inefficient signalling
- Poor accessibility at some stations
- Rolling stock old, services extremely slow
- Patronage growth 6-7% p.a. increases dwell time and affects time-keeping
- Inadequate station car parking at Greenbank & Northwich
- New service from May 2018 does not operate between Chester & Greenbank

### Key Opportunities

- Middlewich Branch - reopen for passenger use with new stations at Middlewich & Gadbrook Park
- Increase service frequency to 2tph Chester - Manchester
- Manchester Airport Western link
- Mid Cheshire & WCML intersection station with seamless interchange

### 3 Between North Wales and Staffordshire



#### Service Aspiration

- New direct services
- Increased service frequency with minimum 3tph
- Effective cross-platform connectivity at Crewe
- HS2 classic compatible to North Wales

#### Key

- Housing
- Development sites/business parks
- Universities
- Enterprise Zones
- Ferry Port
- Airport

Critical pathway for east-west connectivity, linking conurbations west of Crewe to HS2 network and the Midlands.

### Economic Context



There are major opportunities for growth throughout North Wales and key development sites at Wylfa Newydd, Wrexham and Deeside will contribute to the expected doubling of the economy of the North Wales-Mersey Dee area by 2040. Tourism is also a key economic strength for North Wales, with annual spend exceeding £1.2 billion.



The Chester Business Quarter development will also bring forward up to 3,500 jobs in state-of-the-art office space a stone's throw from Chester Station.



4.9 million people located within one hour's travel of Crewe, with the town being a focal point and hub for regional connectivity. Emerging growth plans for Crewe will take advantage of current and future connectivity, capacity for growth and growing competitiveness. Strong connectivity from the east and west into Crewe is vital for enabling efficient interchange onto HS2 services.

### Key Issues

- Constrained junctions & line speed restrictions on North Wales Coast Line
- Rail not attractive alternative to congested A51/A500 & Crewe needs addressing to access HS2
- Alsager to Crewe single track sections restricting capacity
- Capacity constraint crossing Crewe

### Key Opportunities

- Line speed & capacity enhancements at Chester
- Electrification to enable HS2 classic compatible to Chester & North Wales
- Crewe Hub configured to maximise regional connectivity
- Crewe to Chester parkway stations east of Chester to support access to Crewe hub.



## 4 Between Cheshire East and Manchester



### Service Aspiration

- Maintain existing frequencies as a minimum
- Improve connectivity to Manchester Airport
- Improve connectivity from Shrewsbury to Manchester via Crewe

### Key

- Housing
- Development sites/business parks
- Universities
- Enterprise Zones
- Ferry Port
- Airport

Strategically important section of long-distance route ; Manchester-London, Manchester to Cardiff and Manchester to Birmingham. The line also carries electric stopping services connecting much of the Constellation Partnership, Mersey Dee, North Wales, and East Midlands to Manchester Airport via Crewe.

## Economic Context



The rail line provides access to Manchester Airport for all those with a rail connection to Crewe. This includes journeys from Chester and North Wales, Stoke-on-Trent and the East Midlands, mid-Cheshire towns (Winsford and Hartford) and north Staffordshire.



The line provides access to employment in Manchester City Centre for a significant catchment of people, and allows Manchester residents to access employment opportunities across the Cheshire, the Constellation Partnership area and North Wales. Major employers served include Kellogg's, Adidas, Barclays, Bentley, Royal London and the Co-operative group.



Improved frequencies on lines into Crewe would allow 400,000 people improved journey times to and from Manchester of 30 minutes or more.

### Key Issues

- Limited passing opportunities north of Sandbach
- Timetabling difficult with fast and stopping services
- Significant freight traffic to increase to 2tph
- Line will carry 3 HS2 tph between 2027-2033 with no major mitigation identified
- Manchester to Cardiff crossing WCML at Crewe adds to capacity limitations

### Key Opportunities

- Mixed slow & fast services need new passing opportunities
- Crewe Hub capacity critically important
- Middlewich line reopening creates opportunities for service patterns on Crewe to Manchester route
- Establish best service pattern solution.



## 5 Between North Wales / Wrexham and Liverpool



### Service Aspiration

- Introduce new services North Wales / Wrexham and Liverpool via Halton Curve
- 2tph Borderlands service with journey time improvements and extension to Liverpool
- Maintain as a minimum current service level between Chester and Liverpool

### Key

- Housing
- Development sites/business parks
- Universities
- Enterprise Zones
- Ferry Port
- Airport

There are two distinct routes between North Wales and Liverpool. North Wales to Liverpool via Chester and Wrexham to Bidston. Wrexham to Bidston links two Enterprise Zones, Deeside and Wirral Waters, but only has 1 tph.

## Economic Context



Wrexham is an exciting area for growth in our region, with over 3,100 new jobs being created at Wrexham Industrial Estate, one of the largest industrial estates in Europe, whilst over £11 million funding has been awarded for town centre regeneration.



Deeside, directly served by the Borderlands Line, is a further key growth area, with 10,000 new jobs forecast over 125 ha new high-quality employment land and land allocated for 1,500 new homes.



Connectivity with Liverpool John Lennon Airport is also crucial as a result of the sustained growth being achieved at the airport and increased range of destinations which passengers can fly to.

### Key Issues

- Poor connectivity between South Wales and Liverpool, direct service possible with new Halton curve
- Diesel rolling stock on Borderlands & Shrewsbury to Chester is poor quality
- Borderlands Line low frequency & line speed, unattractive alternative to car

### Key Opportunities

- Chester East Junction key constraint to new services
- North Wales to Manchester connectivity improvements possible with Northern franchise extension to Wrexham with Wrexham capacity improvements
- Increase Borderlands to 2tph linking two Enterprise Zones; Wirral Waters and Deeside Northern Gateway
- Frodsham and Helsby Station access and Car Parking
- Electrification

## 6 Between Warrington and Stafford (Warrington – Winsford – Crewe – Stafford)



### Service Aspiration

- New direct journeys between Warrington and local stations towards Crewe & Stafford.

### Key

- Housing
- Development sites/business parks
- Universities
- Enterprise Zones
- Ferry Port
- Airport

West Coast Mainline valid claim to be most important rail spine in the UK. Important interchange points for West and Wales are at Crewe and Warrington Bank Quay, Crewe and Stafford.

## Economic Context



Rail line provides direct connectivity to London with its global financial centre and employment opportunities. It also provides linkage to the major cities of Birmingham, Glasgow and Edinburgh.



The line links the West and Wales area with Warrington Economic Engine (27,000 homes, 31,000 jobs) and the Constellation Partnership. The line is a key freight route carrying large amounts of through-traffic north-south, and linking in freight termini in Crewe and Basford with the wider network.



£200 million 'Whole Place Approach' regeneration package to be brought forward in Winsford, with a focus on regenerating the town centre and employment and education opportunities.



A HS2 rolling stock depot (RSD) will also be built just south of Winsford for maintenance, servicing and storage of the high speed fleet, delivering 400 jobs for the local economy.

### Key Issues

- Forecast capacity issues on WCML after HS2 with increase in freight
- Lack of four tracking between Winsford and Weaver Junction
- Low service frequency particularly Acton Bridge
- High traffic congestion between Winsford, Hartford & Warrington
- No direct train service between Winsford/Hartford and Warrington

### Key Opportunities

- Increase capacity between Crewe and Weaver Junction - enhance signalling
- Lack of intermediate stations between Crewe & Stafford
- Hartford Station intersection WCML and Mid-Cheshire Line
- Explore new connections between Warrington and Winsford/Hartford

## 7 Between Manchester and Stafford (Manchester – Stoke – Stafford)



### Service Aspiration

- Increased service frequency at stations south of Macclesfield linking direct to Manchester and Stoke.

### Key

- Housing
- Development sites/business parks
- Universities
- Enterprise Zones
- Ferry Port
- Airport

West Coast Partnership combining HS2 and WCML services will bring change and opportunities for this corridor. A mixture of both fast and stopping services will continue to serve this line.

## Economic Context



£1.2 billion regeneration is underway in Stafford borough including 10,000 new homes and £100m investment in a revitalised Stafford town centre including a new retail and cinema development.



Significant investment underway at the Potteries Development in Stoke-on-Trent and around the rail station and surrounding education-dominated area.



Currently, 140,000 people work in Manchester city centre and there is potential for up to 110,000 more jobs by 2040. Headline development opportunities include Manchester Science Park, a cluster of innovative, knowledge-based businesses. Within the Constellation Partnership there is potential for 120,000 new jobs and 100,000 new homes.

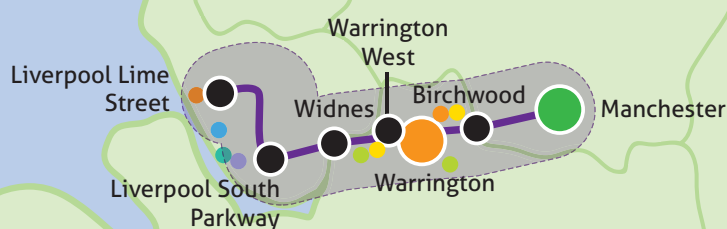
### Key Issues

- WCML busiest mixed railway in Europe
- Capacity issues expected post HS2 due to increased freight
- Mix of fast & slow services with few passing places constrains service

### Key Opportunities

- Junction capacity enhancements North of Stoke-on-Trent
- Additional passing places e.g. Poynton
- Minimise disruption of HS2 construction to West Coast services

## 8 Between Liverpool and Manchester via Warrington



### Service Aspiration

- Additional services to meet corridor demand
- Better timetable integration between local, intra and inter-regional needs

### Key

- Housing
- Development sites/business parks
- Universities
- Enterprise Zones
- Ferry Port
- Airport

Cheshire Lines Committee (CLC) between Manchester & Liverpool is of critical importance to Warrington and Widnes and major employment areas of Birchwood, Gemini and Omega.

## Economic Context



The CLC route is synonymous with the Atlantic Gateway corridor linking the Port of Liverpool with Greater Manchester via Port Warrington – 150,000 new jobs and £14 billion of investment by 2030.



The route serves key employment and development sites at Birchwood (18,000 employees), Shell Carrington (700 new homes and 1million sq ft of employment), Trafford Park (1,400 companies, 35,000 employees) and MediaCity (10,000 employees, 200 acres).



The line links into Warrington New City which proposes 27,000 homes and 31,000 jobs.

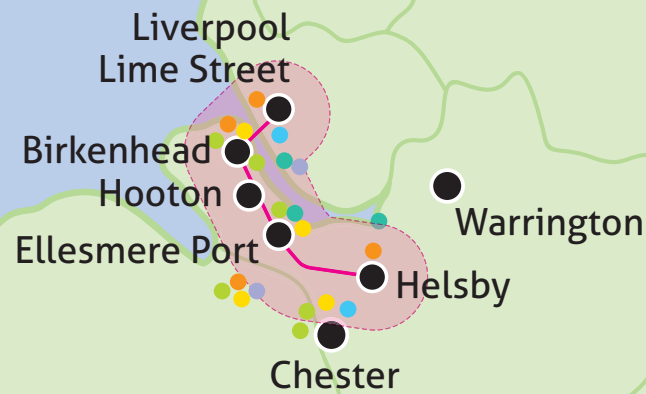
## Key Issues

- CLC has few passing opportunities between Liverpool South Parkway & Trafford Park
- Diesel only - poor quality rolling stock
- Constrained timetable & high number of local stations make it unattractive alternative to car journey times
- This growth will be reinforced by the new station at Warrington West, due to open in 2019.

## Key Opportunities

- Line capacity improvements and electrification
- Homogeneous timetable to address mixed service patterns
- Trafford Park conflicts with freight to be addressed

## 9 Between Helsby and Liverpool via Hooton



### Service Aspiration

- Introduce regular interval service linking Hooton, Ellesmere Port and Helsby to serve emerging markets
- Improve connectivity to Manchester and Liverpool

### Key

- Housing
- Development sites/business parks
- Universities
- Enterprise Zones
- Ferry Port
- Airport

Hooton to Helsby services are currently divided into two halves with Liverpool to Ellesmere Port 2tph with Merseyrail and Ellesmere Port to Helsby only 4 services per day. This results in poor levels of integration between east and west with no through services at Ellesmere Port.

## Economic Context



The line currently serves the large Essar Oil Refinery at Stanlow and services are matched to shift patterns to some degree. The refinery employs 800 people and refine 12 million tonnes of oil per year. It also services the proposed Protos Energy park. Ellesmere Port is the home to Vauxhall, a major economic contributor.



The line also runs close to Thornton Science Park - part of the University of Chester - which has a student body of 1000 students. This forms a key part of Cheshire's Science Corridor aiming to attract 500 businesses and create 20,000 jobs by 2040.



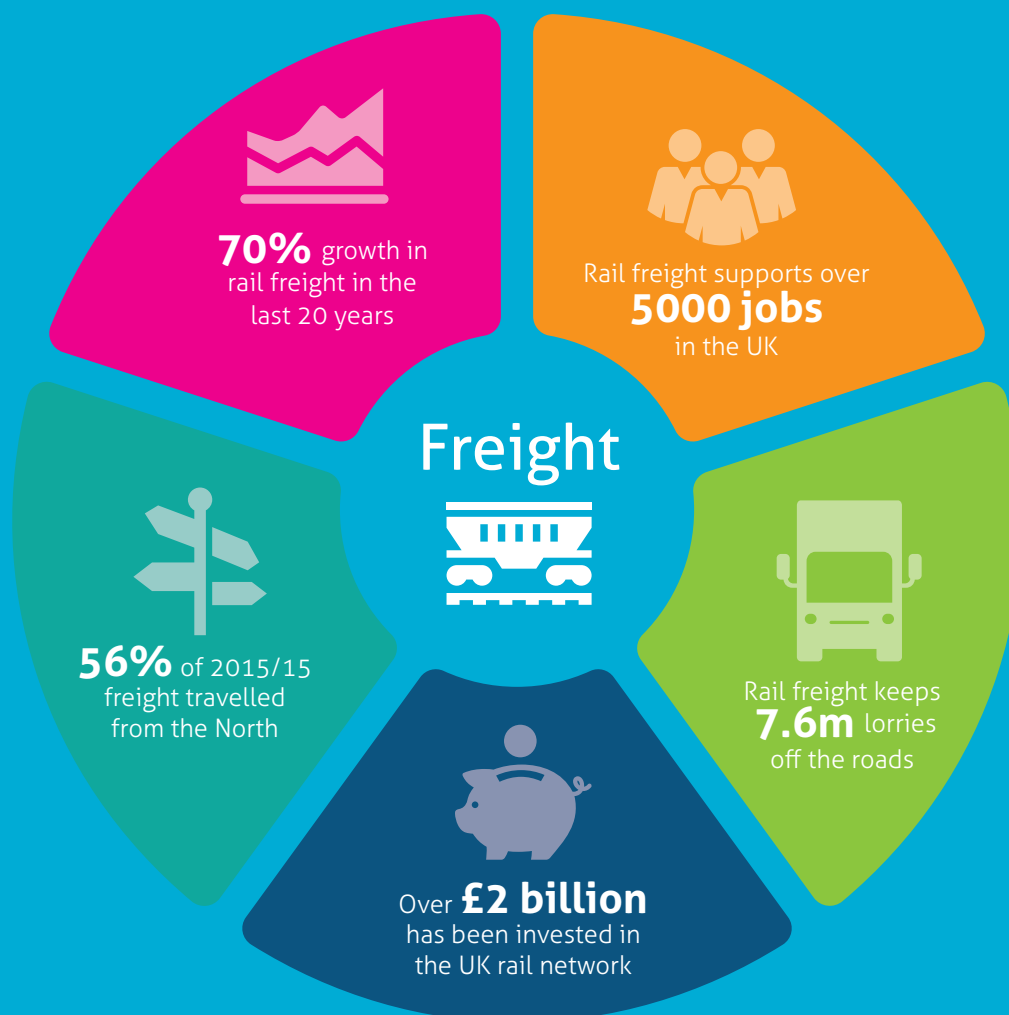
From 2018, there will be an additional peak arrival/departure between Ellesmere Port and Leeds via Manchester providing access to the employment markets of these cities.

### Key Issues

- Limited service east of Ellesmere Port results in dependence on car
- Poor quality diesel rolling stock
- Poor integration east and west sections of the line
- Ellesmere Port station access issues

### Key Opportunities

- Extend services beyond Ellesmere Port
- Ellesmere Port station enhancements
- Build on the step forward of introducing one return peak an hour between Ellesmere Port and Manchester from May 2018.
- Explore demand and business case for new stations



## Key issues facing the rail freight industry

- **Market** - Significant drop off in the amount of energy related products requiring transport via trains which is both an opportunity and an issue.
- **Planning** - Local authorities don't always require formal consideration of a rail freight option when reviewing larger industrial site planning application.
- **Infrastructure** – Lack of appropriately sited and sized Rail Freight Terminals and unknown implications relating to Northern Powerhouse Rail.

## Opportunities for growth

- ✓ **Port related intermodal** - The move towards “mega-vessels” will favour rail’s strength in moving large volumes, as containers can be transported by rail from ports to a regional hub.
- ✓ **Domestic intermodal** - Rail based domestic intermodal is currently something of a niche market but it has growth potential.
- ✓ **International via Channel Tunnel** - If Channel Tunnel services can be extended to London and beyond via HS1 and HS2, freight would be able to be transported by rail from the North directly to the continent.

## Investment Priorities

### Short Term (Pre 2027 – opening of HS2 Phase 2a)

- Network Rail CP6 planning timeframe (2019-2024), Although none are freight specific, the increased line capacity they deliver will assist freight trains.
- Freight terminal locations in North Wales / Cheshire and Warrington and wider region

### Long Term (Post 2033 – HS2 completion)

- Infrastructure – Longer and faster trains, new rail freight terminals and ports and improving the connectivity to the strategic freight network
- Passenger upgrades that benefit freight.

## Our Offer



We will work collaboratively with the rail industry & Government to ensure that the maximum benefit is gained across the wider region of:

- HS2 Hub at Crewe
- Warrington & Northern Powerhouse Rail
- Growth Track 360: Chester & North Wales



We will work collaboratively to help identify sequencing of investment



We pledge to facilitate delivery of housing and jobs growth across the wider area delivering over 200,000 jobs & 150,000 new homes through significant growth programmes: Mersey Dee Growth Strategy, Constellation Growth Strategy & Warrington New City



We will support and contribute funding to feasibility studies and business case development for emerging priorities



We will deliver coordinated strategic planning across West & Wales to optimise HS2 growth and intraregional connectivity

## Our Ask

- We ask the Government to recognise and support the 4 hub concept in extending the benefits of HS2 to a wider area
- We ask Government to work in collaboration to enable rail to support the delivery of growth
- We ask the Government to provide 'kick-start' funding for feasibility and business case development
- We ask Government to support the delivery of identified solutions for rail services and infrastructure
- We ask the Government to help to develop and implement improved processes within the rail industry which enable schemes to be developed and delivered far more cost effectively

## Risks of not delivering improvements in our rail network:

- Increase further congestion and unreliability on road network
- Sub-optimal solution at Crewe Hub would adversely affect up to 2.1 million people
- Wales fails to benefit from HS2 investment
- Lack of improved rail connectivity will restrict potential growth in an economically successful area



## Supporting Partners

