

Pwyllgor yr Economi, Seilwaith a Sgiliau/ Economy, Infrastructure and Skills Committee

EIS(5)-13-17 (p6)

Gwybodaeth Ychwanegol

Gweledigaeth ar gyfer Twf yr Economi yng Ngogledd Cymru

<http://wcnwchamber.org.uk/wp-content/uploads/2016-08-Vision-for-North-Wales-Economy-FINAL-VERSION.pdf> (Saesneg yn unig)

Mersi Dyfrdwy – Ein Dinas–Ranbarth Unigryw: 'Datgloi ein gwir botensial'

<http://wcnwchamber.org.uk/wp-content/uploads/MDA-Prospectus-Unlocking-Our-True-Potential-English.pdf> (Saesneg yn unig)

Briffio – GT360 Priorities – Hydref 2016 (Gweler y ddogfen isod – Saesneg yn unig))



**BRIEFING – GT360 PRIORITIES
OCTOBER 2016**

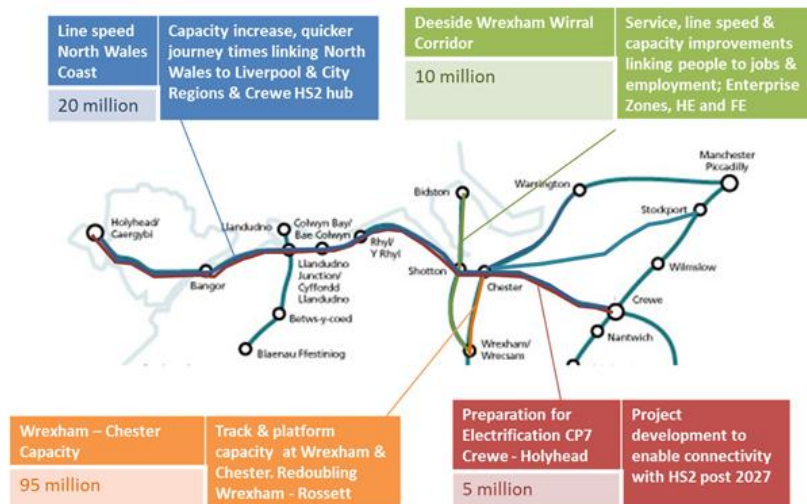
The GT360 campaign has identified key priorities to help give definition to the immediate requests to government and industry. These priorities address both the infrastructure improvements that are needed to unlock the sub-regional network and also service improvements that are required in franchise renewals.

Growth Track 360 remains fully committed to the long-term aim for electrification and connectivity to Crewe Hub and HS2. A key lobby point remains for increased HS2 services to Crewe with the potential for long-term of classic-compatible services to Holyhead which intrinsically requires electrification.

Governance

The North Wales and Mersey-Dee Cross Border Rail Task Force has established and embedded a governance structure for the GT360 programme (Appendix A). This delivers both political and strategic leadership and technical project development with industry in the Growth Track Industry Group.

Priority Infrastructure Projects for inclusion in CP6 Planning – £130 million



This suite of infrastructure improvements has been identified in the Wales and Border Route study and will help provide the catalyst for growth. These improvements will allow increased service capacity with quicker journeys and will provide the first step towards transformational change within the cross-border economy. These initial infrastructure projects are required to enable enhanced services to be delivered.

Detailed Table of Prioritised Infrastructure Improvements

Improving Today's Railway (Initial Industry)		
Project	Estimated Cost	Comments / Benefits
Wrexham – Chester Capacity <ul style="list-style-type: none"> Track and Platform capacity at Chester Station Track and Platform capacity at Wrexham General Station Redoubling Wrexham – Rossett 	£40 million £10 million £45 million	Three linked projects combining; Additional track and signalling infrastructure with additional capacity at Chester and Wrexham General stations, all of which are critical to enable service growth and improving connectivity with the Northern Powerhouse and other regions.
Rail Capacity Supporting Economic Growth		
Line Speed Improvements Holyhead to Warrington / Crewe	£20 million	Capacity and journey time reductions linking North Wales, Chester, with Manchester and Liverpool City Regions and Crewe HS2 Hub
Deeside – Wrexham – Wirral Corridor <ul style="list-style-type: none"> Wrexham Bidston Improvements Shotton Hub 	£10 million	Service, line speed and capacity improvements linking Enterprise Zones, Higher Education and Further Education provision and population
HS2 Enabling Project		
Preparation for Electrification CP7 Preparation work for CP7 Delivery – Warrington / Crewe – Holyhead Electrification	£5 million	Funding to undertake development work towards electrification to ensure that North Wales and cross border services can fully benefit from HS2 and enable classic compatible services after 2027.

Essential Minimum Franchise Commitments For Service Improvements

Two way service patterns providing a minimum 4 trains per hour (tph) along the North Wales coast and 2 tph between Wrexham and Chester by combining through trains, joining up of trains at Chester or robust connections to provide the connectivity of:

- 1 x tph Holyhead / Bangor / Llandudno / Chester to London through services (Inter City West Coast franchise)
- 2 x tph North Wales Coast to Manchester - ideally one of these a fast service (Wales and Borders franchise)

- 1 x tph North Wales Coast to Chester continuing to Birmingham International or Cardiff Central on alternate hours. (Wales and Borders franchise)
- 1 x tph N Wales Coast and Wrexham to Liverpool via Halton Curve (Wales and Borders franchise)
- 2 x tph between Wrexham and Bidston (Wales and Borders franchise)

For N Wales coast services alternative trains could operate from either of Holyhead / Bangor / Llandudno to give a balanced service to all destinations.

An optional approach would be to have stopping services along the coast from Holyhead to Llandudno / Chester allowing longer distance services to be accelerated by not having to stop at all intermediate stations.

All stations to have at least 2tph (Llandudno Jct to Chester) and 1 tph (Llandudno Jct to Holyhead).

Rolling Stock

The new Wales and Borders franchise should include a rolling stock strategy that should be:

Flexible - To avoid using too many train paths at busy parts of the network, consideration to link trains at hubs should be given. E.g. 2 coach train from Bangor joins a 2 coach train from Llandudno at Llandudno Jct. A further 2 coach train from Wrexham would join at Chester giving a 6 coach service to Manchester / Liverpool at peak times.

Long distance rolling stock to be min 100 mph, with good quality Wi-Fi, plug sockets and plenty of tables for business use. Local and commuter stock would be configured differently.

Franchise Management Options

The new franchise could include options for more localised management of the franchise to ensure close connections with communities and rail users.

Having scope for a local management unit for "local / stopping" services on the N Wales Coast and between Wrexham - Bidston and on the Conwy Valley line would be useful. Local management issues could include

- Ticket and fare strategy
- Marketing
- Time table
- Demand improvement measures including car parking and station facilities
- Initiatives to encourage small and medium sized businesses and social enterprise

Flexibility to vary the franchise and service specification to suit changing services is essential. If the franchise extends beyond the period when HS2 or electrification takes place, there should be scope for a fundamental review of services.

Appendix A

