

# **Opportunities and Challenges**

# Challenges and opportunities

- the following is a list of the key issues the RUS will need to address
- a refined list will undergo a number of levels of analysis, further filtering and then optioneering
- During optioneering, low cost solutions (e.g. reallocation of existing resources) are generally considered before investment-based solutions
- the aim is for efforts to be focussed on a set of gaps and issues that are coherent, valuable, affordable, deliverable and fall within the RUS time horizon of about 10 years for individual deliverable schemes and about 30 years for strategic issues
- the RUS may comment on other issues, but won't necessarily analyse these in detail or make specific recommendations

# Challenges around ..

## **Growth**

- Regeneration and investment associated with the 'City of Culture'
- Passenger crowding at central stations

## **Services**

- Extending the Merseyrail network to additional destinations
- Reaching limit of network capacity at peak times

## **Infrastructure**

- Restricted platform lengths
- Car park provision
- Engineering specification
- Network power supply
- Connectivity between Liverpool and Preston

# Regeneration and Development

- Following the successful bid to be 'City of Culture' 2008, Liverpool is currently undergoing a substantial programme of regeneration and development.
- Commercial developments include the Central Village project at Liverpool Central, and the Liverpool One project which sees a £950m redevelopment of the Paradise Street area of the city centre, including retail, residential and leisure facilities.
- Other projects include housing market renewal initiatives, hotel and leisure developments in the city centre and all along the dock area.
- The City of Culture festivals and events in 2008 are expected to attract an extra 2 million visitors, and it is anticipated that this increase will be sustained into 2009 and beyond. The developments will also generate increased employment opportunities.
- The widespread and substantial growth of retail, commercial, residential and leisure developments in and around Liverpool, coupled with a marked underlying increase in passengers travelling by rail into the city, potentially poses a number of challenges for the rail network in Merseyside.

# Capacity / Performance issues

- Hunts Cross West Junction - High number of DC and diesel services crossing on the flat junction
- The whole of the DC network (less the loop) is a two track railway with flat junctions
- Peak crowding on the City Line trains out of Liverpool Lime Street
- Peak crowding on platforms at Liverpool Central
- Liverpool Lime Street has a limited number of relatively short platforms and a restrictive layout at the station throat. Both of these issues restrict the ability to operate more and longer trains at Lime Street.

# Capacity / Performance issues Continued....

- It is necessary to understand the likely increased level of usage as a result of the regeneration and developments in and around Liverpool City Centre (and additional projected growth in rail passengers independent of these).
- **Central Village** - The location of the Central Village development adjacent to Liverpool Central Station will increase passenger demand at Liverpool Central Station. The location of the development will limit the subsequent expansion of the station to cope with this increased demand. We are currently progressing a scheme to address the station issues ahead of this development.
- There is a need to identify where the existing capacity of station facilities is insufficient to meet the increased demand.

# Active Schemes (1)

(promoted by 3<sup>rd</sup> parties and NR)

- **Olive Mount Chord**

Reinstating the chord will provide direct access between Huyton and Seaforth. This will increase freight service provision

- **Halton Chord**

Reinstating the chord for traffic in both directions and reopening to regular passenger traffic between Liverpool/Liverpool Airport and North Wales/ Chester

- **Southport Station refurbishment**

Including a new :

- floor covering to the concourse area
- false ceiling incorporating new lighting to the existing ceiling
- glazed screen between platform and concourse
- combined gents/ladies/disabled toilet facility
- heated waiting area within the existing concourse

# Active Schemes (2)

- **Chester Gateway**

Gateway Project for Chester Railway Station to improve the visual appearance of the station, improve passenger facilities and enhance the surrounding area

- **Liverpool Lime St**

- Gateway Project looking at improvements to the front of the station and opening up frontage (and replacing Concourse House)
- Internal improvements planned to the south concourse including retail outlets, to the short stay car park and relocation of the taxi rank



# Active Schemes (3)

- **Bootle Oriel Road revitalisation**  
Including upgrading the station platforms, and provision of access facilities for the mobility-Impaired



- **Sand hills Station revitalisation** – a four month construction project is currently being progressed to upgrade the station facilities

# Active Schemes (4)

- **W10 gauge clearance - WCML to Seaforth docks**
- **Liverpool Central upgrade – access / circulation / platform environment**
- **James St – improved access between platform and street level**
- **Linespeed improvements – Merseyrail network**

# Aspirations

## **Electrification**

- Full or partial electrification between Bidston and Wrexham
- Extension of AC electrified network to cover Liverpool-Earlestown-Manchester and Huyton-St Helens-Wigan
- Extension of electrification at Ormskirk to or towards Preston
- Extension of electrification at Kirkby to or towards Wigan
- Extension of electrification at Ellesmere Port to Helsby
- Extension of electrification at Burscough to Southport

## **New Infrastructure**

- Burscough Curves

## **Reinstate lines**

- Reopen Wapping and Waterloo tunnels
- Reopen Canada Dock tunnel
- Reinstate Canning Street – Hooton
- Reinstate Bootle Branch to passenger traffic
- Reinstate North Mersey Branch to passenger traffic
- Improved links to Preston and north

# Other Aspirations

- Transport freight out of Birkenhead Docks
- New DC fleet
- Improved journey times
- James Street station improvements
- Resignalling Edge Hill/Lime Street c.2020
- Resignalling Hunts Cross

# Opportunities

## Enablers of significant change

Often the best opportunity for implementing significant changes or enhancements is to leverage off other major initiatives, for example:

- signalling renewals
- rolling stock replacement
- franchise letting/ respecification

The RUS will consider change enablers of this type and provide a high level longer term (>10 year) view of possible impact and opportunities