



*Welsh Route Study
Long Term
Planning Process
Summary
Document*



The Railway in Wales

The Welsh railway is more popular than ever. More and more people use the network every day and we're carrying almost 50 per cent more passengers than 10 years ago.

To cater to this growing demand, we are already running more trains than a decade ago. We are also delivering the biggest investment in the Welsh railway since Victorian times.

Our ambitious modernisation programme includes electrifying the railway and installing modern signalling to help deliver improved reliability and the potential for more and faster journeys.

This will transform the railway and help to cater for the record numbers of passengers. But with demand set to continue growing, we need to plan for the future.

Jargon buster

The rail industry benefits from the stability of five year funding settlements – called Control Periods.

Control Period 5 or CP5 runs from April 2014 to March 2019.

Control Period 6 or CP6 runs from April 2019 to March 2024.

Planning for growth

The Welsh Route Study examines options to build a bigger and better railway for Wales and the borders.

The study sets out a long term strategy to cater for rising demand on the railway in Wales from 2019 and beyond. The document outlines opportunities to meet this future demand, with possible options for funders including a major re-development of Cardiff Central station and modernising the railway across North Wales, including the electrification of the North Wales Coast Main Line.

It sets out a vision for the next 10 to 30 years of a much busier railway, with investment delivering faster, more frequent and more reliable journeys.

The benefits of this potential investment will flow far beyond the rail network. Even if you are not one of the tens of thousands of people who travel by train every day in Wales, you still rely on rail.

The railway in Wales supports economic growth, reduces the environmental impact of the transport sector and helps to regenerate communities. Wales relies on a safe and punctual railway and this study sets out proposals to meet future demand so that the railway continues to make a positive difference to the economy, the environment and to people's lives.

The draft study seeks to deliver a railway that offers value to taxpayers and funders. It has been developed collaboratively with our partners and the engagement of the Department for Transport and Welsh Government has been important in setting the policy context for the future railway.

This is a consultation document and is your opportunity to help influence the future of the railway in Wales. We welcome your thoughts, comments and suggestions regarding the industry's plans for meeting the growth in demand over the next 10 to 30 years.



A COLLABORATIVE PROCESS



Priority flows

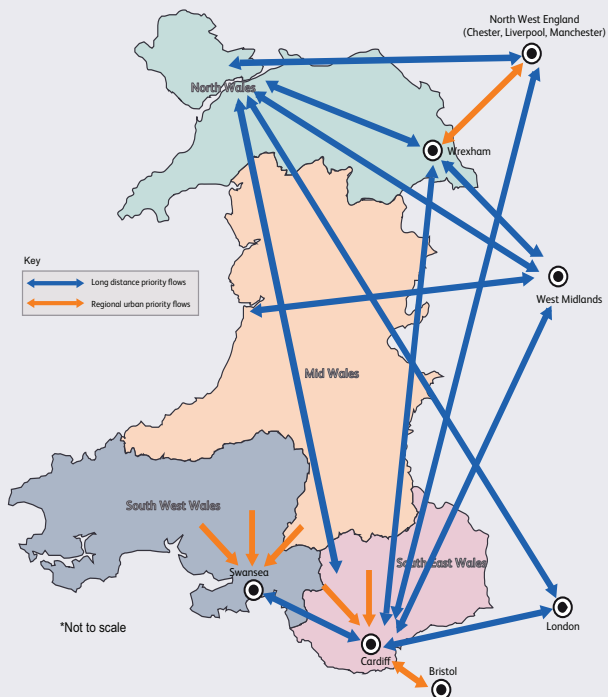
The Welsh Route Study identifies key corridors and highlights expected increases in passenger and freight flows.

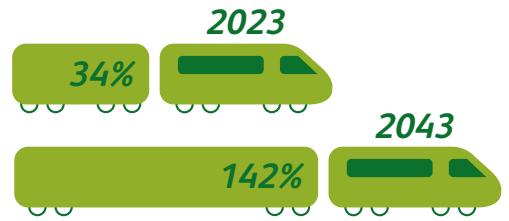
The long distance market continues to be driven by the needs of business and leisure passengers. There are a number of strong and well established long distance markets between Wales and the wider network, including North and South Wales to London.

The regional urban market includes journeys into Cardiff from the Valleys network, into Bristol from South Wales and North East Wales to North West England.

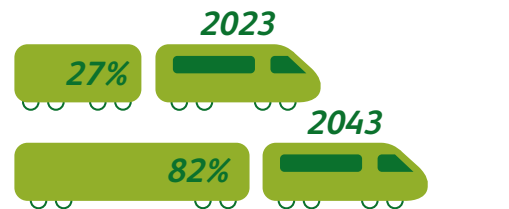
Growth in this market will be influenced by a rise in commuting opportunities. This rising demand is being driven by a number of factors, including growing employment and business opportunities as well as the cost of car ownership.

The rail network in Wales and the border counties also support a number of important freight flows. Like demand for passenger services, freight traffic is forecast to see considerable growth in future years, driven principally by the intermodal market.





FORECAST PASSENGER GROWTH
CARDIFF TO LONDON



FORECAST PASSENGER GROWTH
WREXHAM TO LIVERPOOL

Choices for funders

By the end of Control Period 5, the railway in Wales will have benefitted from 15 years of sustained investment.

The railway of 2019 will look vastly different from the railway of 2004. As well as accommodating more passengers, investment across the route will have delivered re-opened lines, more capacity, bigger and better stations and, for the first time, electric trains.

However, with demand set to continue growing and the economy reliant on improved inter and intra regional links, more investment is needed. We have therefore set out a number of investment opportunities for our funders for CP6 (2019 to 2024).

Choices for Funders in CP6 (2019-2024)

- 1.** Longer trains on Cardiff Valley Lines services during peak periods
- 2.** Phased enhancements on Valley Lines aligned to emerging Cardiff Capital City Metro proposals
- 3.** Upgrade of the Relief Lines between Severn Tunnel Junction and Cardiff Central
- 4.** A re-developed Cardiff Central station
- 5.** Level crossing closures in west Wales
- 6.** Continuation of additional peak services on Heart of Wales Line
- 7.** Train lengthening on selected services between Cardiff and Manchester
- 8.** Modernisation of the North Wales Coast Main Line
- 9.** North Wales Coast Main Line journey time improvements
- 10.** Development of new interchange station at Shotton
- 11.** Further network enhancement between Wrexham and Chester
- 12.** Journey time improvements between Wrexham and Bidston
- 13.** Continuation of additional peak services on the Cambrian Line

Beyond CP6

The Route Study also highlights a number of longer term options to meet demand and improve connectivity up to 2043. The longer term strategy builds on the CP6 choices and will provide strategic input to Network Rail's plans to modernise the railway network in Wales and the bordering counties over the next 30 years.



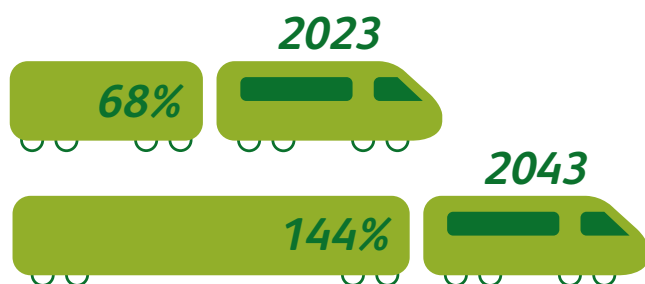
Cardiff - Capital City Region

Passenger numbers into Cardiff, driven by commuters, are forecast to continue growing over the next few decades. By running more and longer trains, we'll be able to help cater for this rising demand.

We're also examining options to deliver a major redevelopment of Cardiff Central station. The proposals could see an extension to the Grade II listed building to create a bigger, better and brighter station.

Additionally, the Welsh Government has plans to develop a multi-modal integrated transport system for the Cardiff Capital City Region. The Metro approach investigates rail, light rail and tram options which would potentially free-up much needed capacity. Converting some short distance routes to a mixture of on-rail and on-street running could potentially allow more trains to run on the Valley Lines network.

There are a number of ideas in development to consider the potential of Metro and the Welsh Government is consolidating this into an arms-length subsidiary company. The Route Study concludes that further work would be beneficial to fully consider how the railway can play its part in the Metro concept.



FORECAST GROWTH FOR COMMUTING INTO CARDIFF CITY REGION





Planning for the Future

A more resilient railway

The resilience of the railway to extreme weather events is a considerable part of Network Rail's future plans for a safer, reliable and resilient network.

As in other parts of Great Britain, the extreme weather events in December 2013 and January 2014 caused disruption to parts of the network covered in this Route Study. There was an impact on local and regional economies, particularly in North Wales, West Wales and the Cambrian coast.

In September 2014, Network Rail published a series of Weather Resilience and Climate Change Adaptation (WRCCA) plans, identifying appropriate actions to increase weather resilience. The plan for Wales sets out the plans, policies and actions that are in place to address resilience in the Welsh Route Study area.

Digital Railway

Investing in technology will help us improve the way that we manage the railway.

The Digital Railway programme is being developed by Network Rail and rail industry partners to accelerate the introduction and roll out of new technologies on the rail network.

By using technology, there may be opportunities to meet future demand without the need for disruptive and costly infrastructure interventions.

The Welsh Route Study assesses the role that a future deployment of the state-of-the-art European Train Control System (ETCS) might play in delivering enhanced network capability and capacity, particularly on the Cardiff Valley Lines network and the South Wales Main Line.

We want to hear from you

The full document is available at:

www.networkrail.co.uk/long-term-planning-process/route-studies

The consultation process is open until 9 June 2015.

If you wish to respond, please email your comments to the following address:

WelshRouteStudy@networkrail.co.uk

Or by post to:

Welsh Route Study Consultation
Strategic Planner
Network Rail (Group Strategy)
5 Callaghan Square
Cardiff, CF10 5BT

Acknowledgements

Planning the future of the network for the next 10 to 30 years is a privilege and is an important responsibility.

The development of this Welsh Route Study Draft for Consultation has been made possible through close collaboration with funders, customers and stakeholders.

Network Rail is grateful to the following funders and industry partners - Welsh Government, the Department for Transport, Arriva Trains Wales, Arriva CrossCountry, DB Schenker, First Great Western, Freightliner, GB Railfreight, Rail Delivery Group and Virgin Trains.

We are also grateful to other important stakeholders who have contributed to the strategy – including local authorities, Rail Freight Group and community rail groups.

What's next?

Summer 2015

PUBLICATION OF FINAL
WELSH ROUTE STUDY

Autumn 2016

INITIAL INDUSTRY PLAN

Summer 2017

HIGH LEVEL OUTPUT
SPECIFICATION

Early 2018

NETWORK RAIL STRATEGIC
BUSINESS PLAN

Autumn 2018

ORR FINAL
DETERMINATION

Autumn 2018

RENEWAL OF WALES AND
BORDERS FRANCHISE

April 2019

START OF CP6