Appendix 2: Summary of LTRS Packages

Summary of contents detailed in packages contained within the Long Term Rail Strategy

Package 1: Improving National Passenger and Freight Connections (CP5 – CP7)

Components

- Increasing inter-peak frequency of Liverpool - London services and extending the Crewe - London interurban services to operate to Liverpool;
- Extending platforms 3 and 4 at Liverpool South Parkway to allow longer trains to call;
- Resolving conflict between passenger and freight services including grade separated junctions between the Bootle Branch, West Coast Mainline and Chat Moss route; and
- New direct routes between Liverpool and Glasgow Central / Edinburgh Waverley, Stoke / Derby / Leicester, and Bristol / Cardiff.

Package 2: Merseyrail Growth Enabling (CP5-CP8)

Components

- Replacing Merseyrail Rolling Stock with higher capacity, high quality heavy rail units with provision for dual voltage units;
- Future proofing the power requirements of the Merseyrail network by undertaking a full power upgrade;
- Reducing operational constraints at Liverpool Central by introducing a turnback facility at Liverpool South Parkway;
- Increasing rail capacity across the network;
- Increasing Merseyrail depot capacity with a new facility at Birkenhead Central; and
- Introducing operational efficiencies.

Package 3: Liverpool City Centre Capacity (CP6 – CP8)

Components

- Optimising passenger use at James Street and Moorfields stations;
- Full implementation of the Liverpool Central Station passenger capacity enhancements scheme;
- Improving rail capacity at Lime Street Station (to accommodate additional services including HS2 proposals) as part of a wider multimodal interchange scheme for the station and a large-scale redevelopment of the area; and
- Assessing requirement for a new station in Liverpool City Centre.

Package 4: City Line Enhancements (CP5 – CP7)

Components

- Re-use of Wapping Tunnel and new underground connections into burrowing junctions south of Central on the Northern Line to allow trains to run between Central and Edge Hill and beyond;
- Increasing capacity at Wavertree Junction for services between Mossley Hill and Edge Hill;
- Extending Merseyrail services between South Parkway and Airport / Speke / Runcorn;
- Connecting the Wirral, Northern and City Lines via the Stock Interchange and Wapping Tunnels;
- Creating new stations serving the Universities and Smithdown Road corridor; and
- Capitalising on the opportunities of substantially enhanced services between Liverpool, Manchester, and Wigan as a result of Northern Hub and electrification investment.

**5) Cheshire Lines Committee (CLC, Liverpool – Warrington – Manchester) Route Enhancements (CP5 – CP8)**

*Components*
- Electrification and Capacity Enhancements on the CLC line to facilitate increased frequency, regular clock-face stopping services as well as higher quality semi-fast trains;
- Extension of Merseyrail services via the CLC to Warrington Central and beyond;
- New connection between CLC and West Coast Mainline (Liverpool Branch) to provide capacity relief at Hunts Cross junction; and
- New stations at Tarbock Interchange (or Halewood South) and Warrington West.

**6) Halton Curve (CP5 – CP7)**

*Components*
- Provision for Halton Curve in upcoming resignalling of Wavertree – Weaver Junction line section;
- Reinstatement of two-way frequent running on Halton Curve;
- New routes between Liverpool and Chester, Wrexham, North Wales and Cardiff / South Wales; and
- Provision of a new halt on the Halton Curve itself at Beechwood in Runcorn to serve a key area of growing employment.

**7) Improved Connections to Chester and Ellesmere Port (CP6 – CP8)**

*Components*
- Electrification of Chester - Crewe line and extension of Merseyrail services from to Crewe;
- New stations at Ledsham and potentially on Chester – Crewe Line;
- Electrification of the North Wales Mainline providing the potential to run electric Pendolinos between London, Chester and North Wales;
- Electrification of the Chester – Warrington line, and Ellesmere Port - Helsby line allowing regular electric services to run on these lines;
- New route between Chester and Leeds via Newton-le-Willows; and
- Increased service frequencies.
(8) Ormskirk – Preston Enhancements (CP6 – CP7)

Components

- Electrification of the Ormskirk – Preston line, with required remodelling, resignalling and line speed improvements, and extension of Merseyrail operations to Preston;
- Reinstatement of Burscough curves between Ormskirk / Preston and Southport directions; and
- Creation of a two-level interchange station at Burscough Bridge allowing connections between Ormskirk / Liverpool services and Southport / Wigan services.

(9) Kirkby - Wigan Line (CP6)

Components

- Electrification of the line between Kirkby and Wigan Wallgate including new electric spurs between Rainford and Skelmersdale, and between Upholland and Skelmersdale;
- New stations at Headbolt Lane (Kirkby) and Skelmersdale; and
- Increased service frequencies between Kirkby and Manchester Victoria / Rochdale line with potential through-services to Liverpool.

(10) Borderlands (Wrexham – Bidston) Line Enhancements (CP5 – CP7)

Components

- Service level enhancements on the Wrexham – Bidston Line;
- Line electrification and direct connectivity and integration with the Merseyrail Wirral Line; and
- New stations at Beechwood, Woodchurch and Deeside Industrial Park

(11) Mixed Passenger & Freight Use on Current Freight-Only Lines (CP7 – CP8)

Components

- Upgrade of North Mersey Branchline and Bootle Branchline to passenger services;
- New routes between Liverpool and Ormskirk via North Mersey Branch, and between Edge Hill and Bootle via Bootle Branch; and
- New stations at Anfield, Tuebrook and Edge Lane.

(12) Selected New Stations (CP5 – CP7)

Components

- New stations at Carr Mill, Ditton, Maghull North, St James, Vauxhall, Town Meadow, and other locations (mentioned in the other packages above)