



Merseytravel Committee

Rail Development and Delivery

Scheme Promoter's Perspective

3rd November 2016





Content

- Wider Rail Context
- Process
- Risk and Cost Uncertainty





Wider Context (1)





Wider Context (2)

- Long Term Rail Strategy being refreshed

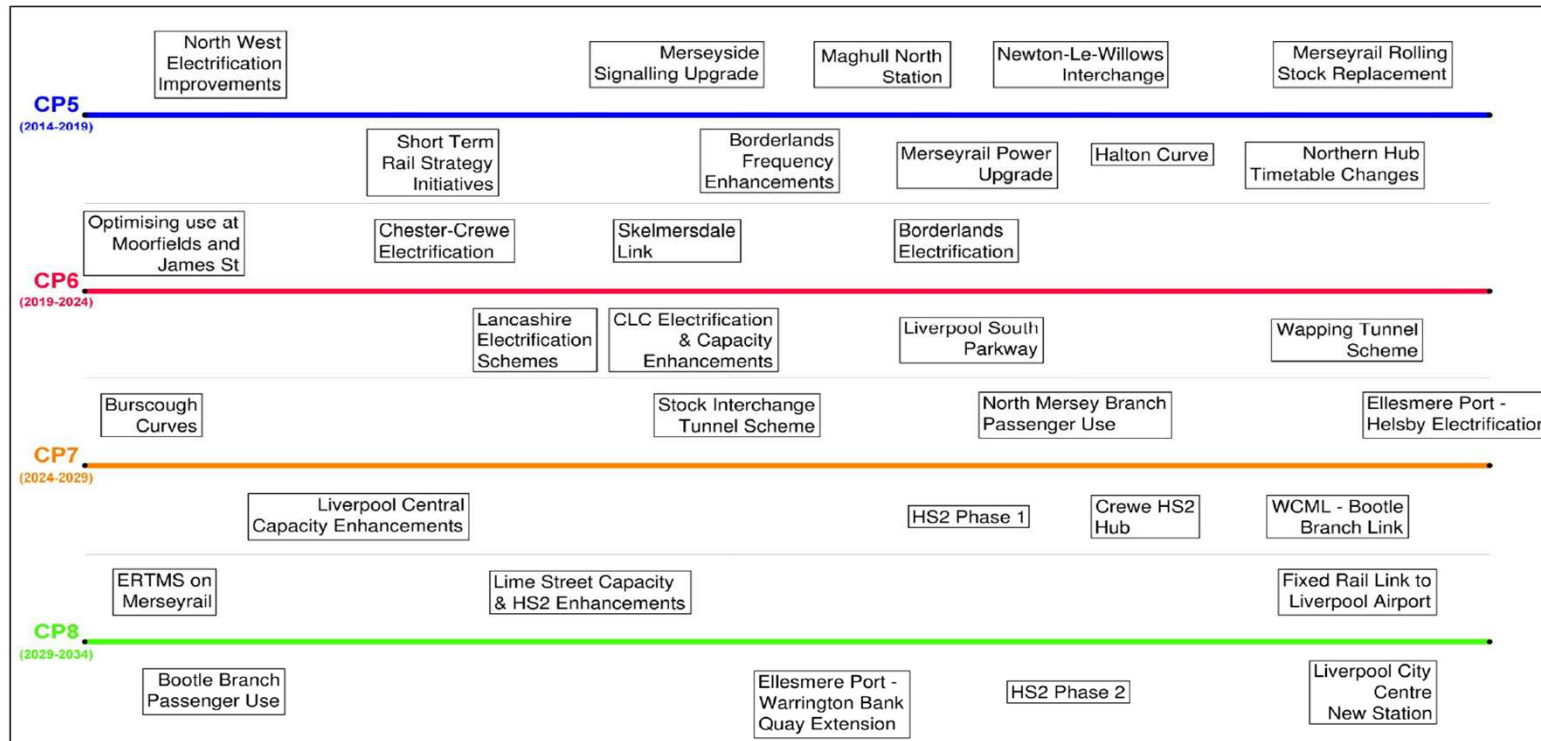


Figure A.1: Indicative Timeline of Rail Strategy Enhancements (subject to development of business cases and evolution of demand requirements)





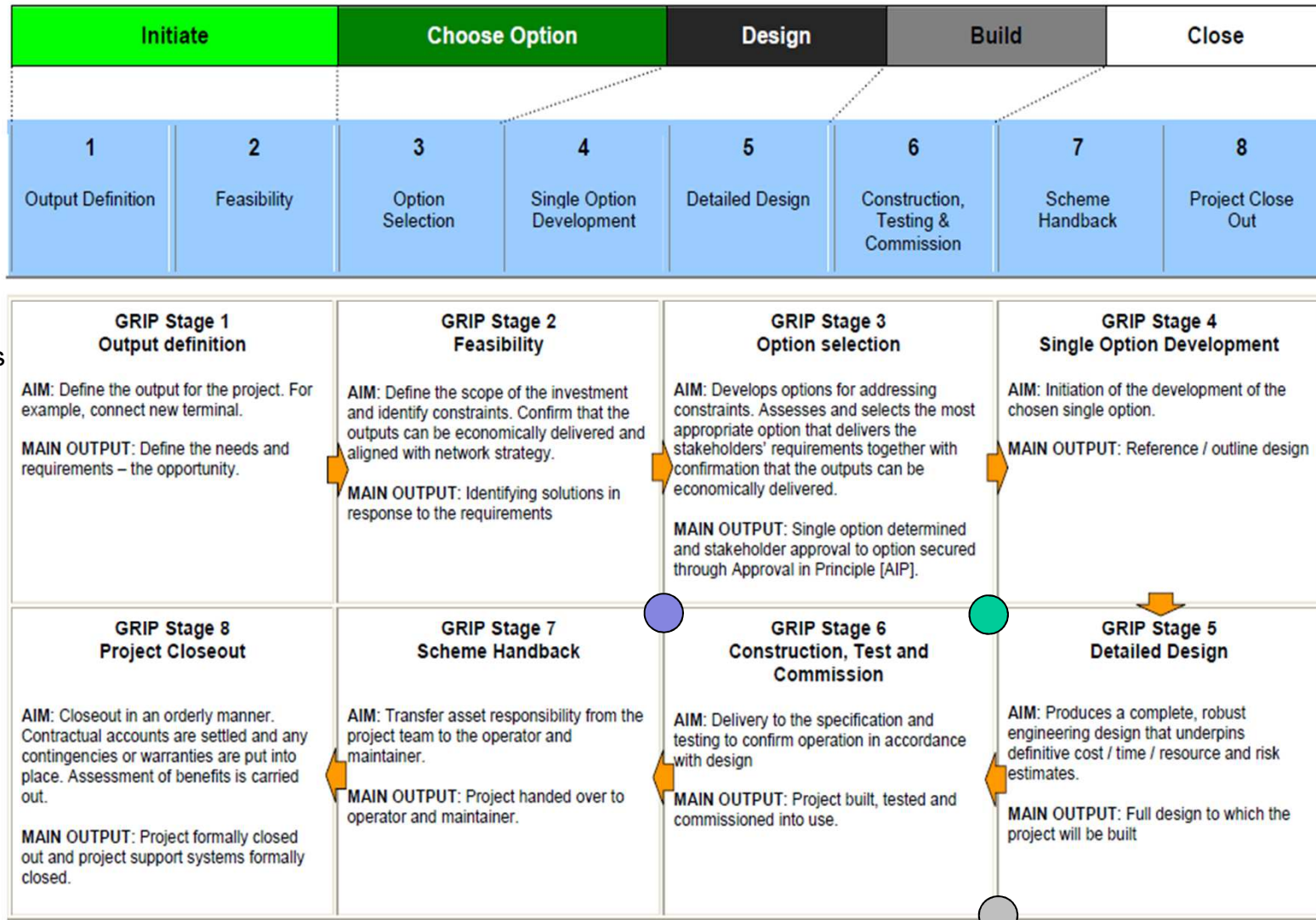
Future Major Projects

- 10 of the top 15 major projects identified in the Liverpool City Region are rail based projects
- Rail project development and delivery is a complex process
eg HS2 won't be delivered until 2026 at the earliest.
- Even a simpler scheme such as Newton-le-Willows will not be delivered until March 2018.
Design work started in 2014.
- Liverpool Central was upgraded 4 years ago but with the development of the network and new rolling stock will become a problem in the future.
- Network Rail has identified this project as a key area for development in CP6 (2019-24)





Rail Development and Delivery



- OBC
- Estimated Costs
- FBC
- Target Costs





Time/Cost Estimate for Major Project

- Based on a potential cost of £500m a large project

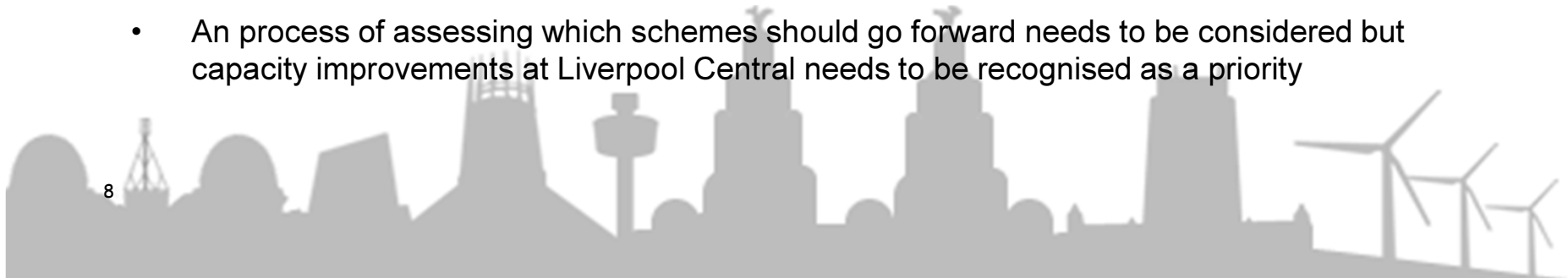
Process	Cost	Timescale	Notes
B Case	£2m	12 -24 months	Development of project to define the need and feasibility of delivery
GRIP 1/2	£3m	12 -24 months	Define preferred option and produce initial plans
GRIP 3	£10m	12+ months	Production of single option and some initial design work
GRIP 4	£35m	12+ months	Production of outline design
GRIP 5/8	£450m	24+ months	Production of detailed design and delivery





Development Support

- In view of a number of rail schemes being in the top 15 it would be reasonable to consider identifying development funding to take the preferred projects forward.
- The list of schemes ranges from a new station at Vauxhall (£10m-£50m) to a new station in the centre of Liverpool which is identified as over £50m but would in reality be many hundreds of millions.
- Lancashire CC has commenced the process for taking the Skelmersdale project through to GRIP 3 (£4.5m). Merseytravel would like to provide an element of this funding to ensure that Headbolt Lane is incorporated. This will be taken to the Combined Authority as part of the 17/18 budget.
- Currently there isn't the level of funding in place to develop the other projects identified.
- It may be reasonable to allocate £5m in 17/18 and 18/19 to allow the development of two of the projects through to GRIP 1/2 with a business case in place to take them further.
- An process of assessing which schemes should go forward needs to be considered but capacity improvements at Liverpool Central needs to be recognised as a priority





Development Support

- Further funding will be required once the Business Case work and GRIP 1/2 is completed
- Further development funding will be required to take other projects through to this level of development
- The top rail projects are:

New station Liverpool City Centre

Liverpool Central Capacity improvements

Lime Street capacity improvements (to include HS2)

Re-opening of Wapping Tunnel

New rail link to Liverpool Airport

New station at St James

New station at Vauxhall

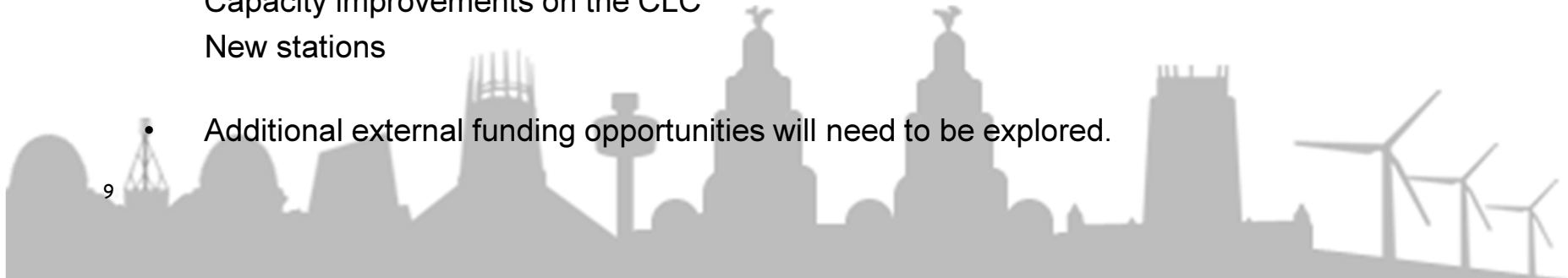
Skelmersdale/Headbolt Lane rail link

CLC Line electrification (Liverpool to Manchester via Warrington)

Capacity improvements on the CLC

New stations

- Additional external funding opportunities will need to be explored.





Challenges

- Synchronisation and dependencies between local requirements/priorities and national plans
- Managing rail delivery alongside other transport (road) schemes
- Managing cross boundary issues
- Requirement to be aligned with Network Rail and ORR assurance processes (design, procurement, commercial)
- Requirement for detailed studies prior to investment decision at the end of GRIP 4





Key Take-Aways

- Rail project and delivery is a complex process
- 10 of the top 15 major projects identified in the Liverpool City Region are rail based projects
- These projects tend to be City Centre related projects and would be expensive and time consuming projects to deliver
- HS2 won't be delivered until 2026 at the earliest.
- Even a simpler scheme such as Newton-le-Willows will not be delivered until March 2018. Design work started in 2014.
- A project such as Liverpool Central is likely to require 2 years of development work prior to taking forward the design and build element. The design and build element is likely to take another 4 years. These timelines do not include funding assembly, rail industry budget and approvals processes





QUESTIONS

