

Appendix 1

Package	Components Completed/Developed	Completion Level
Improving National Passenger and Freight Connections	<ul style="list-style-type: none"> • Liverpool-Scotland services in place from Dec 19 	25%
Merseyrail Growth Enabling	<ul style="list-style-type: none"> • Replacement of Merseyrail rolling stock underway • Upgrade of power supply underway • Increase capacity of network through delivery of Class 777's • Introduce operational efficiencies through delivery of Class 777's 	85%
Liverpool City Centre Capacity	<ul style="list-style-type: none"> • Implementation of Liverpool Central enhancement scheme commenced • Improving capacity at Lime Street completed 	35%
City Line Enhancements	<ul style="list-style-type: none"> • Capitalising on the opportunities of substantially enhanced services between Liverpool, Manchester and Wigan as a result of Northern Hub and electrification investment • Newton-le-Willows upgraded with 405 space car park and lifts • Study work on improved links to Liverpool John Lennon airport commenced 	20%
CLC Route Enhancement	<ul style="list-style-type: none"> • Study work has been undertaken in conjunction with Network Rail and TfGM • Study work on the development of the Wapping Tunnel has been completed 	15%
Halton Curve	<ul style="list-style-type: none"> • Halton Curve Link restored allowing two way operation • Increased frequencies of services to Chester • Direct links provided to Frodsham and Helsby • Alternative route through to Cardiff/Shrewsbury provided (although a change is required at Chester) 	95%
Improved Connections to Chester/Ellesmere Port	<ul style="list-style-type: none"> • Liverpool – Chester services is now 4 trains an hour throughout the day • Chester – Leeds service via Newton-le-Willows delivered 	15%

	<ul style="list-style-type: none"> • Much of remaining work in package is related to electrification which may be superseded by Class 777's allowing battery operation 	
Ormskirk-Preston enhancements	<ul style="list-style-type: none"> • Study into the reopening of the Burscough Curves is completed although the business case is poor • Proposed electrification superseded by potential battery operation of Class 777's 	10%
Kirkby-Wigan Line	<ul style="list-style-type: none"> • Development work (GRIP 3) undertaken on link through to Skelmersdale. • Extension to Headbolt Lane being delivered separately and expected to be in place by 2023 	40%
Borderlands Line Enhancement	<ul style="list-style-type: none"> • Service level to be enhanced to two trains an hour from December 2021 as part of Wales and Borders franchise • Electrification superseded by potential battery operation of Class 777's. • Flintshire are developing new station at Deeside 	50%
Mixed Passenger & Freight Use on Freight Lines	<ul style="list-style-type: none"> • Multi-modal study being undertaken on potential use of Bootle branch for services. • LCR working in conjunction with Transport for North regarding new freight routes into the LCR 	15%
Selected New Stations	<ul style="list-style-type: none"> • Maghull North delivered • St James development commenced • Headbolt Lane development commenced 	75%