

# Welsh Transport Conference Cardiff 29 November 2018

## THE CASE FOR INVESTMENT IN WELSH RAIL

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First Class Partnerships

Trusted advisors in rail



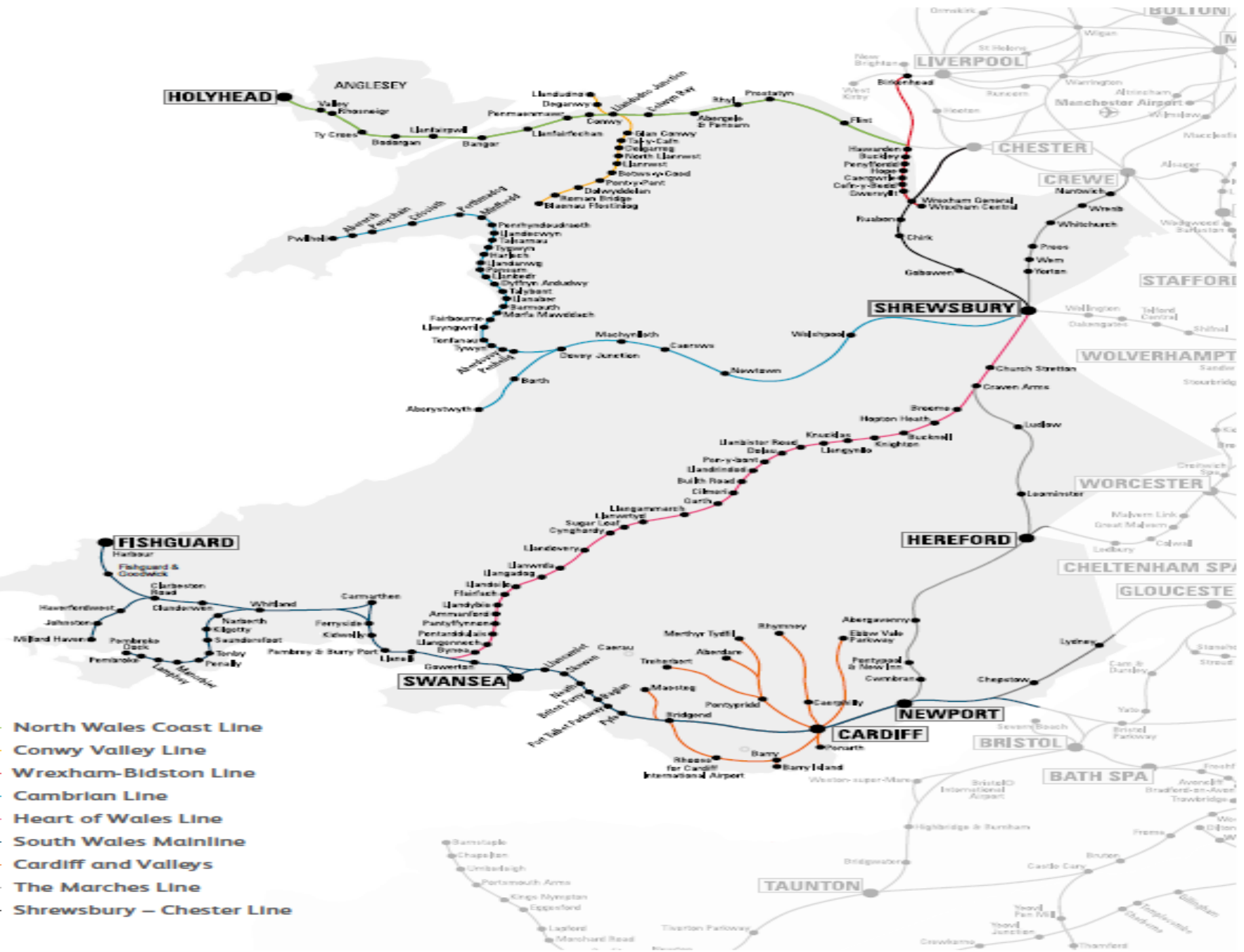
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# THIRD PARTY FUNDING OPPORTUNITIES

- **Facts and figures**
- **A changing environment for rail investment**
- **Schemes and opportunities**
- **Sources of funding**

# FACTS AND FIGURES

- **Wales has a population of about 3m with the highest concentration around Cardiff and Swansea in South Wales**
- **Gross value added (GVA) amongst the lowest of the UK - North Wales under half the GVA of Greater Manchester**
- **The Welsh Railway at 1545 track miles ( 2486 km) is about 11 % of the GB network**
- **1188 passenger services per day Mon-Sat and 32m passenger journeys pa (NR RUS 2016)**



- North Wales Coast Line
- Conwy Valley Line
- Wrexham-Bidston Line
- Cambrian Line
- Heart of Wales Line
- South Wales Mainline
- Cardiff and Valleys
- The Marches Line
- Shrewsbury – Chester Line

# FACTS AND FIGURES

- **Underinvestment in the railway in Wales compared with GB as a whole**
- **NR Route organisation - dedicated Wales Route**
- **Conclusions of the ORR Periodic review (CP6) – Wales Route will receive £1984m excluding enhancements over 5 years**
- **Network Rail is currently the Infrastructure Manager for Wales and the Westminster Government sets the HLOS and SoFA for both England and Wales with some consultation with the Welsh Government**

# A CHANGING ENVIRONMENT FOR RAIL INVESTMENT

- **Increased pace of devolution from Westminster to Wales has accelerated -legislation in 2014 and 2017**
- **The Welsh Government**
  - As Franchising Authority for Wales & Borders let a 15 year rail Operation and Development Contract '*made in Wales*' to Keolis / Amey from October 2018
  - Will take over the rail infrastructure of the Core Valley Lines from Network Rail as part of this process
  - Focused on infrastructure investment as a driver of economic growth and social improvement
- **Increased tax raising powers and different funding settlement**
- **Increase in passenger numbers in last ten years**

# THE SCHEMES WALES NEEDS

- **South Wales Metro and Cardiff Valley Lines - involves infrastructure changes and new tram-trains**
- **New Wales and Borders Franchise - improved services and trains**
- **HS2 @ Crewe – opportunity for dedicated connection into Wales**
- **Marches Line – improved connections to employment centres**
- **North Wales Coastal Line - improved connections to employment centres through extending Trans Pennine Services into North Wales**
- **Cardiff Parkway Station**

# SOURCES OF FUNDING

- **Welsh Government has investment track record**
- **Network Rail Route Supervisory Board**
- **New Schemes require combination of private and public combination**
- **Traditional funding for trains and depots**
- **Private investment e.g. larger stations linked to business/retail destinations**



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