

*The Northern Hub
Transforming rail
in the North*

Transforming rail in the North



Over the next 20 years we want to change the way people travel in the North. We want rail to be the first choice of passengers, business and freight.

Our proposals will put the infrastructure in place to allow:

- > *700 more trains to run between the major towns and cities in the North every day*
- > *3.5m more passengers every year*
- > *Quicker journey times*
- > *£530m of targeted investment to help the North continue to thrive*

More people choosing rail

Rail in the North has been transformed over the last ten years. More and more of you choose to travel by rail to get to work, to school, to the shops, to visit family and just to get away. With more people in the North using rail, we have already made major investments including:

- Upgrading the West Coast Main Line to allow faster services than ever before
- Improving freight links to major ports
- Building a third platform at Manchester Airport station.

And services across the North are better than ever:

- 9 out of 10 Northern Rail services are on time
- 9 out of 10 First TransPennine services are on time.

In addition to cross-north services, Virgin Trains, East Coast and East Midlands provide fast, direct trains from London to cities in the North, whilst Arriva Trains Wales and CrossCountry connect the North with other regions.

Freight is also thriving, with 60% increase in the ten years to 2008 meaning operators like DB Schenker, GB Railfreight, Freightliner and DRS play an increasingly important role in the economy of the North.

What we want to do

We want to attract even more passengers to the railway, by improving the infrastructure so that we can accommodate:

- 3.5 million more passengers every year
- 700 more trains every day
- 27,000 more miles covered every day.

How to do it

Value for money improvements to the network can help us achieve this, including:

- Installing new track
- Building new viaducts
- Upgrading stations
- Building new platforms
- Electrification.

Achieving our ambitions

Most of the railway in the North was built in the 19th Century by a number of competing companies. Unlike today, there was no single company like Network Rail responsible for planning the rail network.

In the 1960s and 1970s, with fewer people travelling by rail, many lines in the North were axed. However, more people now choose to travel by rail than at any time since 1945, and increasing amounts of freight are transported across the North.

This growth is expected to continue over the next 20 to 30 years and beyond.



The challenge

As a result the rail network in the North now suffers from some major problems:

- Not enough track space, severely limiting the number of trains that can run every hour – including a major bottleneck in Manchester
- Tangled lines at junctions and on the way into stations, which slow down trains and cause delay as trains weave across from one line to another
- A lack of places for fast trains to overtake stopping services, making journey times longer.

In April 2009 The Northern Way published a major study concluding that removing barriers such as these was vital for the future economic prosperity of the North.

The solution

Working with our industry partners we have identified the best value for money improvements that can deliver faster, more frequent and more reliable services. These include:

- Building a brand new section of railway at Ordsall, in Salford. This will mean that:
 - Trains between Manchester Airport and Leeds, Newcastle, Bradford, Rochdale and elsewhere across the North will not need to reverse at Manchester Piccadilly
 - Trains will be able to stop at all three of the main central Manchester stations: Piccadilly, Oxford Road and Victoria
 - New rail connections will be made possible, for example between Bradford, Halifax and the Calder Valley and Manchester Airport

- Major improvements to Manchester Victoria to restore it to its former glory. It would become a major interchange station for the North, with vastly improved facilities for passengers
- New platforms at stations such as Manchester Piccadilly, Manchester Airport and Rochdale
- Building new tracks between Leeds and Manchester; Sheffield and Manchester; and Liverpool and Manchester will allow fast trains to overtake stopping services.

This is in addition to the plans we are already working on to electrify the line between Liverpool and Manchester via Newton-le-Willows; Liverpool to Wigan and; Blackpool, Preston and Bolton to Manchester.

The benefits

These proposals can bring major benefits right across the North, allowing for improved services between towns and cities including the potential for:

- New inter-regional/trans Pennine services, providing better links across the North
- Faster services across the North between Liverpool, Chester, Manchester and Manchester Airport; and between Sheffield, Leeds, Hull and the Humber, and the North East
- New direct services from Bradford, Halifax and Chester to Manchester Airport
- Even fewer delays to services right across the north of England.

On key commuter corridors the opportunity would be created to:

- Provide more commuter and local services every hour, throughout the day
- Make commuter and local services faster than ever before

- Run trains every 15 minutes in Manchester between Victoria, Oxford Road, Piccadilly and Manchester Airport stations

- Connect north east Manchester into the local rail network by connections beyond Victoria.

And there could also be major benefits for freight services, including the ability to:

- Double capacity into the Trafford Park freight terminals for trains carrying containers
- Provide access to potential new container terminals
- Maintain the current capability for other types of freight commodities.

Our partners in this work

- > *Department for Transport*
- > *First TransPennine Express*
- > *Northern Rail*
- > *DB Schenker*
- > *Greater Manchester Passenger Transport Executive*
- > *The Northern Way*

Leeds & Yorkshire



The renaissance of Leeds over the last 20 years has made it one of the economic powerhouses of the North.

On the fast track

Direct, 125 mph trains to London, York and Newcastle give Leeds unrivalled north-south connections, with Metro's local transport links helping people to get around the city.

Network Rail favours a dedicated high speed line to Leeds and is undertaking a detailed study into the business case for this.

Getting you into the city

Thousands of people travel into Leeds to work, shop and study every day.

The rebuilt main station was completed in 2002, and now Network Rail and Metro are seeking to build a new southern entrance.

Expanded parking and facilities to turn trains around at Micklefield will also mean commuting into Leeds becomes easier than ever before.

Bringing you more

But east-west connections across the Pennines still need to be improved.

We want to allow for:

- Six trains every hour between Leeds, Huddersfield, Manchester
- Journey times between Leeds and Manchester as quick as 43 minutes.

How we can do this

To do this we need to make some major improvements to the rail infrastructure, including:

- Building new sections of track between Leeds and Manchester, to allow faster trains to overtake stopping services
- Resolving the major bottleneck of lines in the Manchester area
- Improvements on the Calder Valley.

West Yorkshire

Our proposals could see six trains every hour from **Huddersfield** to both Leeds and Manchester, offering more connections across the North.

People in **Dewsbury** could be able to get a train in either direction every 15 minutes.

Our proposals will make it possible for trains from **Bradford Interchange** and **Halifax** to go directly to and from Liverpool and Manchester Airport.

Hull & Humber

We want to make it possible to get from Hull to destinations like Manchester and Liverpool more quickly, with better connections to other destinations across the North and more services to and from Hull every hour throughout the day.

York

Our proposals will make it possible to get to York more quickly than ever before from Liverpool and Manchester city centre and Airport, and give better connections to other destinations across the North.

- Key aspirations:**
- > Six trains every hour, all day, from Huddersfield to Leeds and Manchester
 - > Reduced journey times across the Pennines

Liverpool, Merseyside & Cheshire

Liverpool, the 2008 European City of Culture.

Well connected

Liverpool already has some of the best train services in the country.

Liverpool sees trains arrive from London in just over two hours, is well connected across Lancashire and Yorkshire and sees a stunning 95.4% of Merseyrail's local services arriving on time. And as a major UK port, rail freight is key to Liverpool.

Meeting the challenge

With a thriving retail and commercial sector, and world class sport and culture, more and more people are choosing to travel to and from Liverpool by train.

We need to keep on providing the train services Liverpool needs and wants. We want to make it possible for:

- Trains to run every 15 minutes to Manchester and Yorkshire
- Passengers to reach Liverpool direct from more destinations, including Bradford and Halifax

- Journey times between Liverpool and Manchester to be slashed to 33 minutes.

How we can do it

To meet the challenge, we need to make a number of key improvements to the rail infrastructure, including:

- New electrified lines between Liverpool and Manchester via Newton-le-Willows to allow fast trains to overtake stopping services
- Resolving the major bottleneck of lines in the Manchester area.

In the longer term, we also want to see a new high speed line reducing the journey times between Liverpool and London.

Merseyside

The improvements we are proposing would mean **Liverpool South Parkway**, **Widnes** and **Birchwood** could have a train to Liverpool and Manchester every 30 minutes throughout the day.

Cheshire

Chester is set to benefit from a train every half an hour to and from Manchester throughout the day, as well as trains running through to Leeds and Manchester Airport.

This would also provide an opportunity for these trains to run from Manchester through Chester and beyond to North Wales.

Northwich could get twice as many trains throughout the day, with a train to Manchester every 30 minutes.

Knutsford could see a semi-fast service to Manchester throughout the day, and towns such as **Wilmslow** could have an extra service to Manchester Airport every hour, and direct trains for connections at **Stoke-on-Trent**.

Crewe is already a major interchange for trains across the country and could get another direct train every hour to Manchester Airport.

- Key aspirations:**
- > Four trains per hour between Liverpool and Manchester
 - > Journey times slashed to 33 minutes

Greater Manchester

Lancashire



Manchester is thriving and we want to help attract more jobs and business to the city.

Getting you there faster

Network Rail's West Coast Main Line upgrade means you can already travel between Manchester and London in just over two hours. The city also has an excellent Metrolink tram service provided by the Greater Manchester Passenger Transport Executive (GMPTE).

Manchester's two major stations provide connections right across the North, and over the coming years, electrification will see faster journeys to and from Liverpool.

Bringing you to the city centre

Commuters, students and shoppers are amongst the thousands of people who travel in and out of Manchester every day.

With the roads into the city getting busier, more and more people are choosing to travel in by tram and by rail, so rush hour trains into the city are becoming very crowded.

Meeting the challenge

We want to make a step change to make sure that rail overtakes the car as the best way to get to and from Manchester.

We want to provide the ability to:

- Run six trains every hour between Manchester and Leeds
- Cut journey times from Manchester to Liverpool and to Leeds and beyond
- Provide more direct trains and better connections to destinations across the North
- Make it possible to get trains between Manchester Piccadilly and Victoria stations.

How we can do this

We are proposing to achieve these aims by resolving the bottleneck in the Manchester area. Our proposals include:

- Building two new through platforms (15 and 16) at Manchester Piccadilly
- Linking Piccadilly and Victoria stations directly via a new curve at Ordsall
- Restoring Manchester Victoria to its former glory and making it a major interchange station
- Building a fourth platform at Manchester Airport.

In the longer term, we also want to see a new high speed line slashing the journey times between Manchester and London.

Greater Manchester

People in **Salford** could see more trains stopping at Salford Central under our proposals, and by 2014 you will see major improvements to Salford Crescent station.

In **Wigan** you could have two extra trains to Manchester every hour, with journey times slashed by up to 12 minutes.

Rochdale commuters could see an extra two trains every hour, making it easier for you to get to Bradford, Manchester and the Airport, and to Liverpool.

If you use **Marple** and **Rose Hill** you could have more peak time trains to choose from. And if you get the train from **Altrincham** you could get more trains across Manchester.

Ashton-under-Lyne and **Stalybridge** passengers could choose from more and quicker trains across the North to destinations such as Bolton, Chester, Leeds, Manchester, Southport, Warrington and Wigan.

Getting the train from **Bolton** will be better than ever. You will get to Manchester on electrified lines and have better connections to towns such as Preston and Wigan.

Lancashire

We want to work with other organisations to help more people in Lancashire to choose to travel by train.

If you live in **Burnley**, you could get to Manchester much more quickly via Todmorden and Rochdale, if a new link is built.

And people in **Blackburn** and **Darwen** could choose from twice as many off peak trains if new tracks were built to let trains pass one another.

We are working with local stakeholders to identify funding for these schemes which will give you back your free time.

People in **Preston** already have faster trains from London and Scotland than ever before thanks to Network Rail's West Coast Main Line upgrade. You could now get two extra trains every hour to Manchester, as well having the lines to and from Wigan and Manchester electrified.

A weekend in **Blackpool** will be easier, with better connections from cities across the North, and electrification making it possible to run more trains to the seaside.

- Key aspirations:** *By 2020 we want Manchester to have:*
- > Quicker journeys to and from other major cities in the north
 - > More frequent trains to towns and cities across the region
 - > Two top class major stations

Newcastle and the North East

Sheffield & South Yorkshire



Newcastle, home to the Great North Run and the Tyne Bridge.

Sheffield, historically the home of Steel, is increasingly becoming a centre for education, investment and innovation.

Where we are

Newcastle already has 125mph trains to and from London and Edinburgh, as well as the top class Nexus Metro system.

As a major draw for business, tourism and leisure, it is vital that Newcastle continues to improve and strengthen its connections.

Network Rail wants to improve inter city services to help the city's economy continue to grow.

Meeting the challenge

We want to provide the opportunity for:

- New direct trains to cities like Leeds, Manchester and Liverpool
- Faster trains to Manchester and beyond on the North TransPennine route
- More trains to Manchester Airport than ever before
- Better links with Leeds, Huddersfield and Manchester.

How we can do this

To meet the challenge we are proposing to make some major improvements to the rail infrastructure, including:

- Building new sections of track on the Pennines route, to allow faster trains to overtake stopping services
- Resolving the major bottleneck of lines in the Manchester area.

North East

Middlesbrough could get faster more frequent trains across the North.

Passengers in Darlington stand to benefit from Network Rail's proposals, as does Durham, with more trains every hour throughout the day, and quicker journeys to other towns and cities across the North.

Where we are

Sheffield is already a well-linked city, with trains to East Anglia, the East Midlands, West & North Yorkshire and across the Pennines, as well as to and from London.

Sheffield station was given a major upgrade in 2002 and thousands of people travel in and out of the city on a daily basis.

Sheffield's Supertram services, along with local buses, help people get around the city, and these services are co-ordinated by the South Yorkshire Passenger Transport Executive.

An extra train to and from London was introduced in December 2009, but trains to and from other towns and cities in the North are frequently crowded as more and more people choose to travel by train.

Meeting the challenge

We want to meet this demand by making it possible for:

- Two more trains every hour throughout the day to and from Manchester and Liverpool
- Quicker journeys to Manchester Piccadilly
- Electrification of the Midland Mainline to and from London.

How we can do this

Meeting the challenge for Sheffield would include:

- New sections of railway between Sheffield and Manchester at Chinley, Grindleford and Dore Junction to allow faster trains to overtake stopping services
- Resolving the major bottleneck of lines in the Manchester area.

Key aspirations: > *Faster and more frequent journeys to destinations across the north*

Key aspirations: > *Extra trains throughout the day*
> *Faster journey times*
> *Electrification to London*

Freight



Freight on Britain's railways increased by 60% in the ten years to 2008, whilst motorways like the M62 have become increasingly congested. This means rail freight has become a vital part of the economy of the North.

Meeting the challenge

We've become more reliable and more efficient over the past few years so more and more businesses have chosen to move their goods by rail.

Lorries packed onto roads like the M62 will fuel the demand for rail freight further. We need to continue to improve to supply this demand.

Our strategy

We want to get more freight onto the railways as part of our commitment to keeping business moving across the North.

To help this we want to provide the capability to:

- Double the number of paths from the West Coast Main Line to Trafford Park meeting the 2030 freight forecast
- Make it possible to move the new larger (9'6") containers across the North's strategic freight network and to and from the North's major ports
- Maintain freight capacity from between Lancashire and the Peak District and beyond
- Allow hourly freight trains on the Chat Moss line to serve developments at Port Salford and Parkside.

How we can do this

To do this we need to make some major improvements to the rail infrastructure, including:

- Building new sections of track between Leeds and Manchester, to allow faster trains to overtake stopping services
- Resolving the major bottleneck of lines in the Manchester area.



Key aspirations: *Major improvements for freight across the north*

- > *Potential for double the number of services to the Trafford Park freight terminal*
- > *Allowance made for future growth at Parkside and Port Salford*

Next steps



The proposals here form part of our plans to provide faster, more frequent and more reliable services across the North by 2020.

Over the next two years, we will continue to work with the rail industry and other stakeholders to develop our proposals in more detail.

We want your support in making the case for prioritising and funding these proposals, so that the North can start reaping the benefits.

Wider work

We are also working with our industry partners on a major study of all northern routes – our Route Utilisation Strategy (RUS) – that will look at the next 30 years and more.

This is in addition to the major improvements we are already working on before 2014, including:

- Longer platforms across the North
- Line speed improvements between Leeds and Manchester
- Electrification of the: Liverpool to Manchester via Newton-le-Williams; Liverpool and Wigan; and Blackpool, Bolton and Preston to Manchester lines.

A number of Government studies are also under way in the north of England looking at priorities across all forms of transport as part of Developing a Sustainable Transport Strategy (DaSTS).

Our new lines studies on high speed rail, both sides of the Pennines, look to the longer term of rail in the North.

Have your say

If you want to have your say, on any of these issues you can visit: networkrail.co.uk/north

Timeline

JUNE 2009	AUGUST 2009	JANUARY 2010	SPRING 2010	SUMMER 2010	AUTUMN 2010	THROUGHOUT 2010	SUMMER 2011	SUMMER 2012	AUTUMN 2012	AUTUMN 2013	2013	2014-16	2014
Initial industry view on planning ahead for 2014 – 2019 (Control Period 5) and beyond published.	Network Rail's first part of the case for New (high speed) Lines published.	The Manchester Hub Rail Study completed.	Next Network Rail New Lines (high speed) study published.	Industry view of initial options for rail improvements 2014 – 2019 (CP5) published.	Draft industry view of all northern routes over the next 30 years (Northern RUS) published.	Government's Developing a Sustainable Transport System (DaSTS) studies undertaken.	Network Rail's initial Strategic Business Plan for 2014 – 2019 (CP5) published.	Government rail strategy for 2014 – 2019 (High Level Output Specification, or HLOS), and published its 30 year rail strategy.	Network Rail's final Strategic Business Plan for 2014 – 2019 (CP5) published.	Final Office of Rail Regulation (ORR) decision on rail improvement funding for 2014 – 2019 (CP5).	Liverpool to Manchester electrification complete.	Liverpool to Wigan, and Blackpool, Bolton and Preston to Manchester electrification complete.	Network Rail's improvements as a result of the Northern Hub Rail Study potentially begins.