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A high-speed train in motion, blurred to convey speed, with a bright light source creating a lens flare effect. The train is moving towards the right, and the background is a mix of blue and white streaks.

*A bright
future for
rail in
the north*

Where do you want to go in 2020?



*We have a vision for rail in the north.
We want to carry more passengers than ever before and give you faster, easier and more comfortable journeys.*

We want to help grow the economy by improving links between people and jobs, freight and businesses.

And we want to cut pollution and congestion from cars and lorries by making rail the first choice for commuters and businesses.

1825	1832	1877	1938	1974	1990	2009	2013	2014-2019
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First passenger railway in the world opened between Stockton and Darlington	Liverpool to Manchester railway opened – the world’s first intercity line	Current York station opened – then the biggest in the world	Leeds stations combined	West Coast Main Line electrification completed	East Coast Main Line electrification completed	New high frequency timetable introduced on West Coast Main Line	Electrification of Manchester – Liverpool line complete	Manchester Hub improvements
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Rail revolution

The world’s first intercity railway opened between Liverpool and Manchester during the industrial revolution, when the cities of the north led the world.

The north has undergone a renaissance in recent years, growing again in economic and cultural power. The rail network has been slow to catch up.

We want to lead a rail revolution over the next 20 years with:

- Double the number of services between the major towns and cities in the north
- Faster services across the north, starting with the electrification of the Liverpool to Manchester line
- High speed rail halving journey times from London.

As ambitious as you are

We want to...

- Make rail the first choice for passengers across the north, cutting congestion on and pollution from the roads
- Get lorries off the roads by moving even more freight onto rail
- Give smaller businesses the power to grow and thrive with unrivalled local and regional links
- Attract more big business to the north with world class national and international links.

That’s where we want to be in 2020. Where do you want to go?

And we want this revolution to help the north lead the way once more.

More people in the north choose rail

The rail network in the north stretches from Liverpool on the west coast to Hull on the east. It spans the Pennines via Huddersfield and south via Sheffield, and reaches up to Carlisle and Newcastle. The cities of Manchester, Leeds and York sit at the heart of this network.



More people are already choosing rail

Recent years have seen massive passenger growth in the north of England.

- 20 % growth in rail journeys in the north west between 1999 and 2005, and 8 % growth a year since
- 5 % year on year growth in the north east
- Freight use across the country has grown over 60 % in the last 10 years
- In Yorkshire & the Humber, passenger journeys rose a massive 60 % in the nine years to 2007/08.

Crowded roads

Part of the growth in rail is due to busier roads meaning more people choose to go by train.

The M62 – the key link road in the north – saw traffic grow by around 15 % between 1999 and 2007.

Our achievements so far

In the last five years we have:

- Completed the upgrade of the West Coast Main Line, slashing journey times
- Improved the Leeds – York and Sheffield – Chesterfield lines
- Improved freight links to Hull and Immingham docks
- Provided a third platform at Manchester Airport station to reduce delays and allow more trains.

We know this growth is set to continue

- At peak times we expect 44 % more passenger journeys between Manchester and Liverpool by 2018
- 4 % more people choosing rail every year for the next 10 years in the north east
- For Yorkshire & the Humber, there could be as many as 50 % more passenger journeys made by 2018.

Our plans for the next five years

Our plans to meet the growth over the next five years include :

- Lengthening platforms right across the north to allow longer trains which will carry more passengers
- Getting passengers between Liverpool and Manchester quicker than ever before by electrifying the line
- Improving passenger facilities at a number of stations.

This will deal with the immediate problem, but with even more people set to choose to travel by rail beyond 2014, our work does not stop there.

Looking to a brighter future

The rail industry must act now to make sure this demand is met. If we don't the economy of the north will suffer as trains become more crowded, as will major roads like the M62.

We are already looking at how high speed rail can transform long distance journeys.

But for passengers travelling around the north, the major constraints on the railway are around Manchester. This network was largely built in the 1800s, and does not give the speed, frequency and connectivity of journeys that people and businesses want.

And with more and more people choosing to travel by rail every year, this presents a major challenge – not just to the rail industry, but to the economy as a whole.

The potential rewards are massive – The Northern Way estimates that they could be as much as £12bn – £16bn over the next 60 years.

NUMBER OF VEHICLES TRAVELLING ALONG THE M62 PER DAY



Key aspirations: Meeting passenger and freight demand
£12bn – £16bn of benefits to the economy

Better for our passengers



Getting you to work in the morning

With many more people now choosing to travel longer distances every day, living and working in different places is becoming the norm.

This means the journey to work massively affects people’s quality of life.

Trains are getting busier as more people travel into our northern cities by rail.

If we don’t start planning ahead now, our passengers will suffer.

Connecting people

The north is home to a number of thriving cities – Liverpool, Manchester, Leeds, Sheffield, York and Newcastle to name but a few. People need and expect to have fast, frequent, reliable services to and from these destinations.

But people often have to make journeys where changing trains is necessary. Keeping changes to a minimum and making them as easy as possible will make people’s journeys easier and more comfortable.

Going on holiday

To and from the airport
Manchester Airport is the busiest in the UK outside London, serving over 22m people a year. Attracting more of them out of their cars and into trains can cut congestion around the airport.

Being by the seaside
The resurgence of the classic British seaside holiday has led to growth and investment in towns such as Blackpool, Scarborough, Morecambe and Bridlington. Providing faster, more frequent and reliable rail services for passengers will help seaside destinations continue to thrive.

Out in the country
The stunning views of the Lake District, the Peak District and the Yorkshire Dales and Moors are not improved by more cars and more roads. Attracting more people to rail will help keep these areas unspoilt and unpolluted whilst supporting British tourism.

High quality facilities

We want to deliver the station improvements passengers in the north need.

Leeds, Manchester Piccadilly and York are shining examples of how good stations can be, but other stations in key areas leave a lot to be desired.

When people arrive at airports and motorway service stations they expect high quality, comfortable facilities that cater for their needs and make their journeys more pleasant. Passengers expect the same high quality on the railways and we want to provide this.

More trains mean less waiting

We want to run more fast and semi fast trains between the major cities in the north.

Our passengers have to know that when they turn up at a station, they will not have to wait too long for the next train.

Manchester to and from:	Current fast/semi fast trains per hour	Future fast/semi fast trains per hour
Leeds (via Huddersfield)	4	6
Bradford	1	2
Sheffield	2	4
Chester	1	2
Preston	2	4
Liverpool	3	4

“ We welcome the report and support this clear, long term vision to improve rail travel and associated regional economic growth. For transpennine rail travel in the future, it’s clear that resolving constraints in the Manchester area will be good for the north of England.

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VERNON BARKER / MANAGING DIRECTOR OF FIRST TRANSPENNINE EXPRESS

“ The Manchester hub project is vital to releasing the full potential of the rail network in the north of England. We have attracted 34% more passengers since December 2004 and we know that the Manchester hub can help to encourage even more people to use train services in the region, which in turn will bring significant economic and environmental benefits.

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HEIDI MOTTRAM / MANAGING DIRECTOR NORTHERN RAIL

Key aspirations:

More passengers in the north choosing rail than ever before

Faster, more frequent journeys

Better connections

Helping businesses to thrive

The north has undergone a major economic renaissance in the last 25 years. Transport has a key role to play in making sure this growth continues in the long term.

Laptops and mobile phones have transformed the way people work, and mean trains can now become mobile offices in a way that cars never can. But business people need a seat to work on their laptops, and expect their journeys to be quick and reliable.



Helping small businesses grow

Entrepreneurship is crucial to the success of the economy of the north. The small businesses of today are the world beaters of tomorrow, and they drive innovation and competition.

Quality transport links allow these small businesses to grow their customer bases in cities and towns across the north.

Attracting big business

For medium and larger businesses, transport is just as important. Attracting the best staff is vital to remaining competitive and these staff have to be able to get to work quickly and easily.

Face-to-face meetings with clients, business partners and consultants remain key to the way people do business – long and complicated journeys are bad for business.

To and from the airport

We want to provide faster, more frequent and more direct services to and from Manchester Airport.

International links are of increasing importance to major businesses. The Thames Valley in the south east has thrived over the last 20 years by providing state of the art business accommodation with excellent links to Heathrow.

The north needs to match and exceed this connectivity to the rest of the world so that it can keep attracting bigger business.

High speed links to London and Scotland

New high speed rail links are rightly high on the transport agenda – slashing long distance journey times will massively increase businesses flexibility and efficiency.

We have recently published our case for new high speed lines. We believe that Warrington, Liverpool, Preston and Manchester should all be connected by the next high speed line in Britain.

We are also planning to do further work on dedicated high speed lines to Sheffield, Leeds and Newcastle.

Getting people to jobs

Flexible work forces are more important than ever – they mean businesses can react quickly to changes in demand – and they are an important weapon for fighting unemployment.

People now choose to move jobs more often and businesses want to attract the best employees, wherever they live.

But understandably, people are often reluctant to relocate every time they move jobs.

This means that a high quality transport system is vital to retaining a dynamic economy in the north.

Better freight – better economy

Moving goods across the north
Moving goods quickly across the country has long been vital to the economy of the north. And as roads – particularly across the Pennines – get busier, demand from business for rail freight is increasing.

Nationwide, we have seen a 60% increase in rail freight in the last 10 years.

The growth of the economy in the north – and the whole of the UK – relies on transporting more freight by rail, quicker than ever before.

Intermodal freight
Moving large amounts of goods rarely relies on just one mode of transport. A delivery for a supermarket might arrive on a container ship at a port, be moved inland by rail and complete its journey in a lorry.

This means that major intermodal terminals are becoming vital to the UK's economy. For example, Peel Group has recently been granted planning permission for the major intermodal Port Salford.

“If we are ever to close the productivity gap between the north west and the rest of the country, it is essential that progress is made to address this prominent rail bottleneck to enable Greater Manchester to realise its full economic potential.”

ANGIE ROBINSON / CHIEF EXECUTIVE
MANCHESTER CHAMBER OF COMMERCE

Key aspirations: *Growing businesses in the north*
Even better links to the airports
More freight moved by railways in the north

Making it all happen

A few of our ideas...

Quicker journey times

We can achieve quicker journeys by making some simple improvements to lines that currently exist.

For example, we can install passing loops which allow fast trains to overtake stopping services, and make some improvements that increase the speed limits on lines.

Such targeted improvements can be a relatively cheap but very effective way of improving rail services.

New and improved infrastructure

Achieving the kind of step-change in services across the north that passengers and freight users need and want will require more than just simple improvements.

So, we are looking at where new and enhanced infrastructure can allow more trains to run, more often.

Electrification of the Liverpool to Manchester line is one step in a programme which could also include more platforms at stations, allowing greater volumes of through trains and more flexibility of services.

New connections

In some cases, this could be as extensive as providing new sections of railway.

High speed rail will be a key part of this. But we are also looking at gaps in the existing network – where adding an extra loop or flyover could make a considerable improvement in the connectivity, reliability and capacity of the network.

This might, for example, include linking Victoria and Piccadilly stations in Manchester to allow services to run from north to south.

We will also consider where the number of tracks on part of a line might be increased – for example from four lines to six – allowing more trains to run on the line at any one time, and reducing delays.

Improved interchange

We want to make it quicker and easier for passengers to change from one form of transport to another, and to move from one train to another at interchange stations – we are considering proposals that achieve this.

Good value for money

We will make sure that any options we look at provide value for money in the long term.

The cost of improvements we make to rail in the north will need to demonstrate real benefits. All will have to be affordable and have a sound business case.

Time

We would expect that the bulk of the works to the network would take place between 2014 and 2019 – meaning that the north starts to see the benefits within the next 10 years.



Next steps

What are we doing right now?
We are currently working on a number of options for the Manchester Hub area which will bring the improvements for rail right across the north. We will also be publishing a Route Utilisation Strategy (RUS) for the north, and will be consulting stakeholders from across the regions on these issues.

We will publish a report in January 2010 that sets out our preferred options for the Manchester Hub, the reasons for choosing them, the feedback we have gained and the benefits to be accrued from them.

Timeline

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| June 2009
Initial industry view on planning ahead for Control Period 5 (2014 – 2019) and beyond published | Summer 2011
Initial Strategic Business Plan for CP5 published |
| August 2009
Published the case for new (high speed) lines | Summer 2012
Government's High Level Output Specification (HLOS) published |
| October – December 2009
Consult with stakeholders | Autumn 2012
Final Strategic Business Plan for CP5 published |
| January 2010
Manchester Hub report published | Autumn 2013
Office of Rail Regulation (ORR) determination on funding for CP5 |
| Summer 2010
Industry view of initial CP5 options published | 2013
Liverpool to Manchester electrification complete |
| Autumn 2010
Northern RUS published | 2014
Manchester Hub work begins |