

# The Northern Hub

Darren Kirkman  
Rail Programme Officer, GMPTE



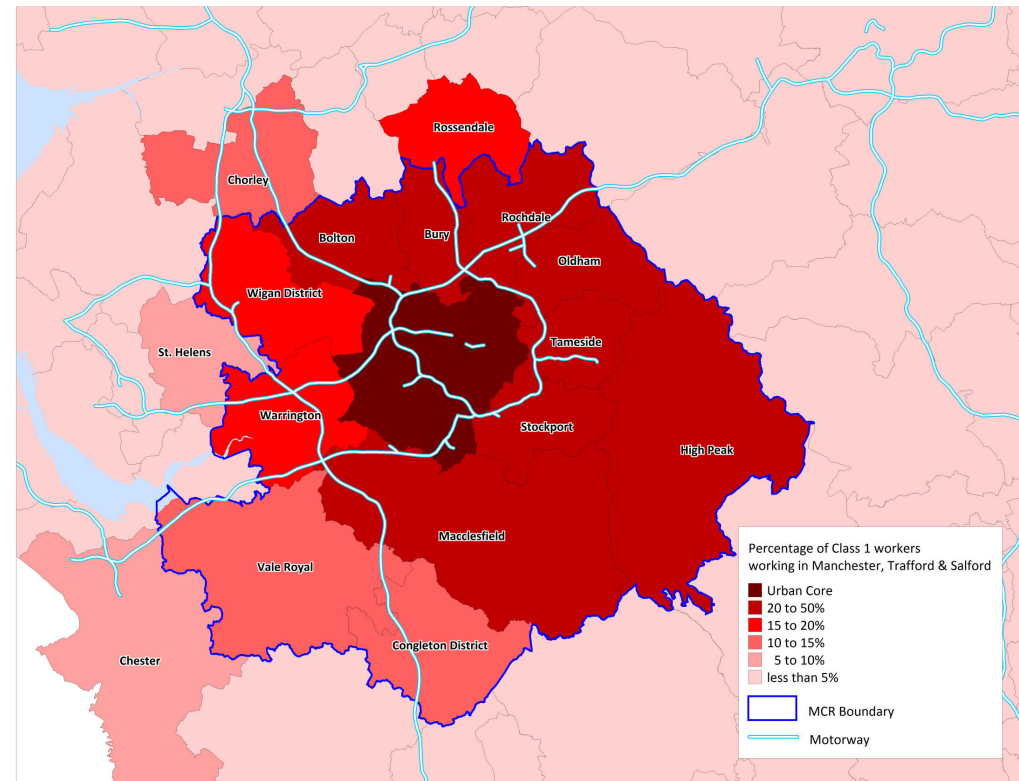
# The Role of Rail

Concentration of economic activity in the Regional Centre, matched with an expanding Journey to Work Area

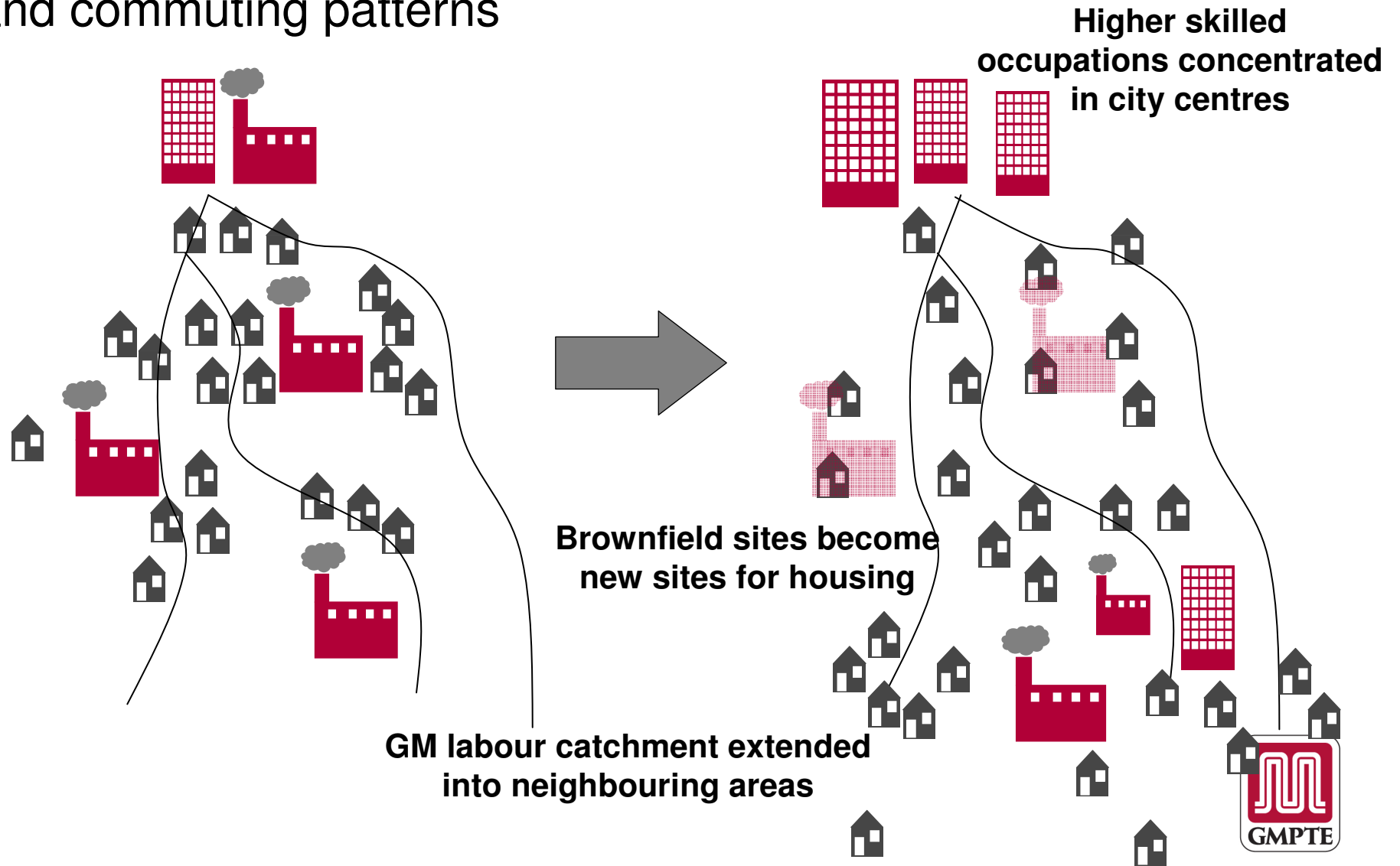
Manchester has the largest travel-to-work area outside London

Rail passengers tend to be employed in high value jobs.

GM data indicates 71% of rail users are ABC1 compared to 36% in general population



Rail has been well placed to support changed economic and commuting patterns



Rail has been a success story in the North West over past ten years .. but that success brings its own problems

Figure 5.2: Percentage increase in total rail passenger journeys by city\* (1995/96– 2004/05)



# Two Priorities

- In the short term there needs to be enough space on the trains for people who want to use them (more carriages)
- In the medium term there needs to be enough space on the track for all the trains (Northern Hub)



# The Northern Hub

- Manchester is a crossroads in network
- The network is now over-stretched and this will impact on economic potential of North
  - There isn't space to run more trains
  - Some places are difficult to reach
- Network Rail published plans in February
  - Better, faster, links between cities in North
  - Better links to Manchester Airport
  - Capacity for more commuter demand, and opportunities to improve services
  - Freight growth and new terminals can be accommodated
  - Provision for High Speed Rail
- Strong consensus across North for this scheme



# Network Rail's solution

- Increase platform capacity
- Remove conflicts
- Increase track capacity
- Connect the Calder Valley
- Radial routes

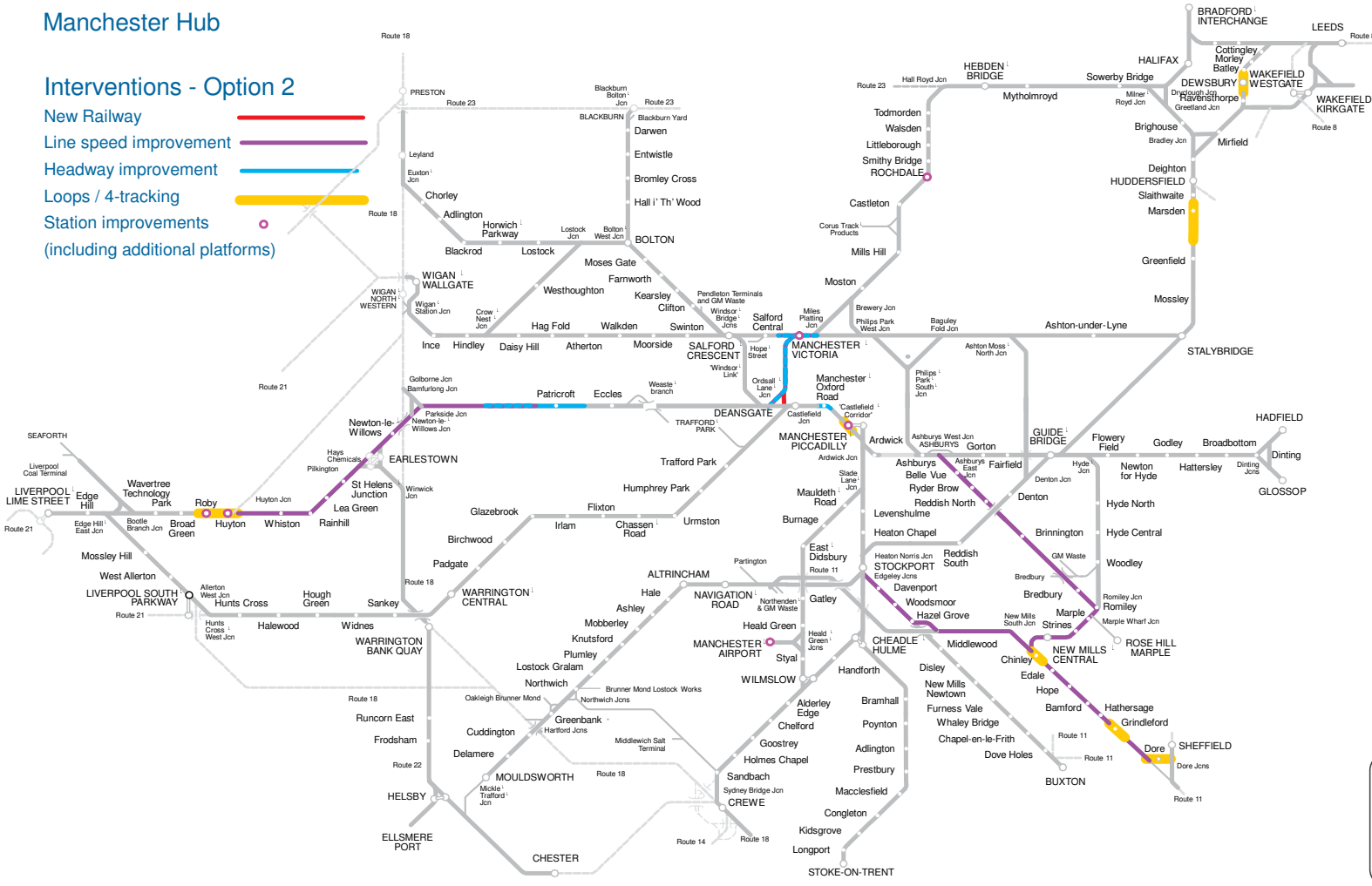


# The preferred solution

## Manchester Hub

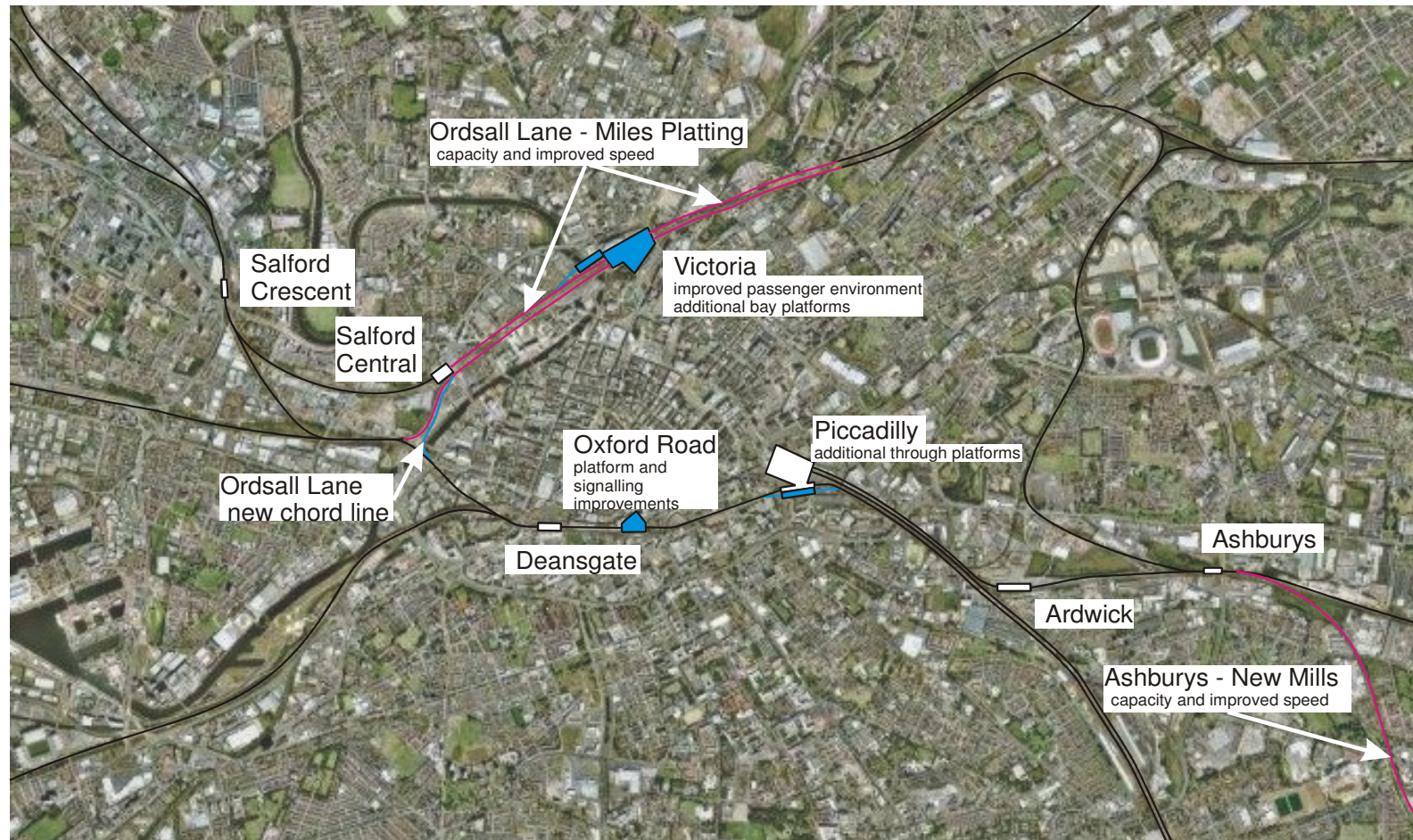
### Interventions - Option 2

- New Railway —
- Line speed improvement —
- Headway improvement —
- Loops / 4-tracking —
- Station improvements (including additional platforms) ○





# The preferred solution in the city centre



# The potential outputs

- Long distance routes
  - Increased frequency
  - New direct connections including to Manchester Airport
  - Improved journey times
- Commuter corridors
  - Increased frequency and improved journey times
  - Direct services across Manchester
  - Improved connections to city centre destinations
  - Better connections from north east Manchester
- Freight
  - Double capacity to/from Trafford Park
  - Capacity for planned terminals



# Appraisal

- £530 million capital cost
- £4,224 million present value total benefits
- 4.0 Benefit Cost Ratio
- Better train performance
- Main changes to network can be built with minimal disruption



# But transport schemes can deliver more...

