TRANSPORT FOR THE NORTH

Northern Powerhouse Rail

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Rail Freight Forum

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Northern
Powerhouse Rail

TRANSPORT FOR THE NORTH

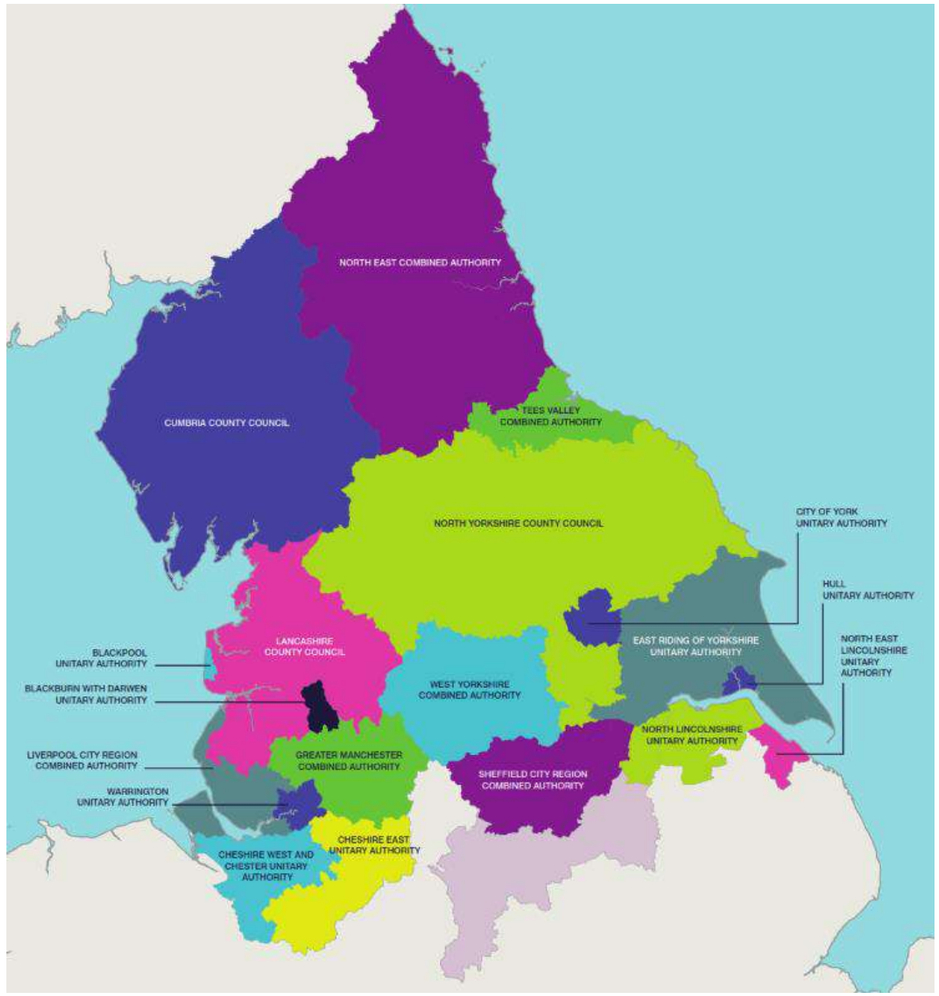
> “A thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life.”

Transport for the North

- City Regions
- Local Enterprise Partnerships
- Local and Combined Transport Authorities
- Network Rail, HS2, HE
- DfT

£100bn increase in GVA

850,000 additional jobs



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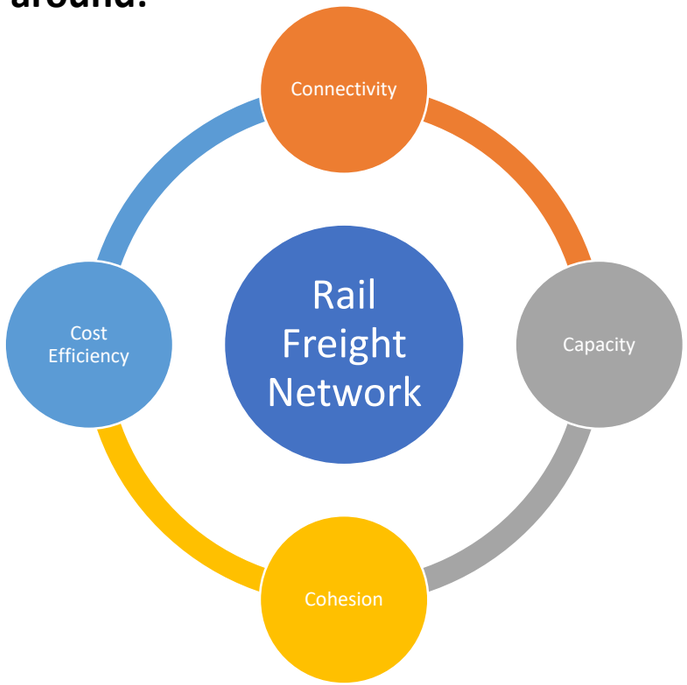
Northern Powerhouse Rail junctions with HS2:

1. Junction on HS2 mainline for Leeds – North East services
2. Junction on HS2 Leeds spur to facilitate through services via existing Leeds station
3. Junction on HS2 mainline for Sheffield – Leeds services
4. Junction at Manchester Piccadilly to support Northern Powerhouse Rail platforms
5. Junction on HS2 Manchester spur for Manchester – Liverpool services
6. South facing junction on HS2 mainline for London – Liverpool services

- Northern Powerhouse Rail - upgrade line
- Northern Powerhouse Rail - new line
- Linking Liverpool to HS2
- HS2 line
- TransPennine Route Upgrade
- Existing line
- Northern Powerhouse Rail hub station
- Other significant economic centre

The Four 'C's

The vision and objectives for rail freight in the North are based around:



- **Connectivity**: Develop a rail freight network that efficiently links industry to markets

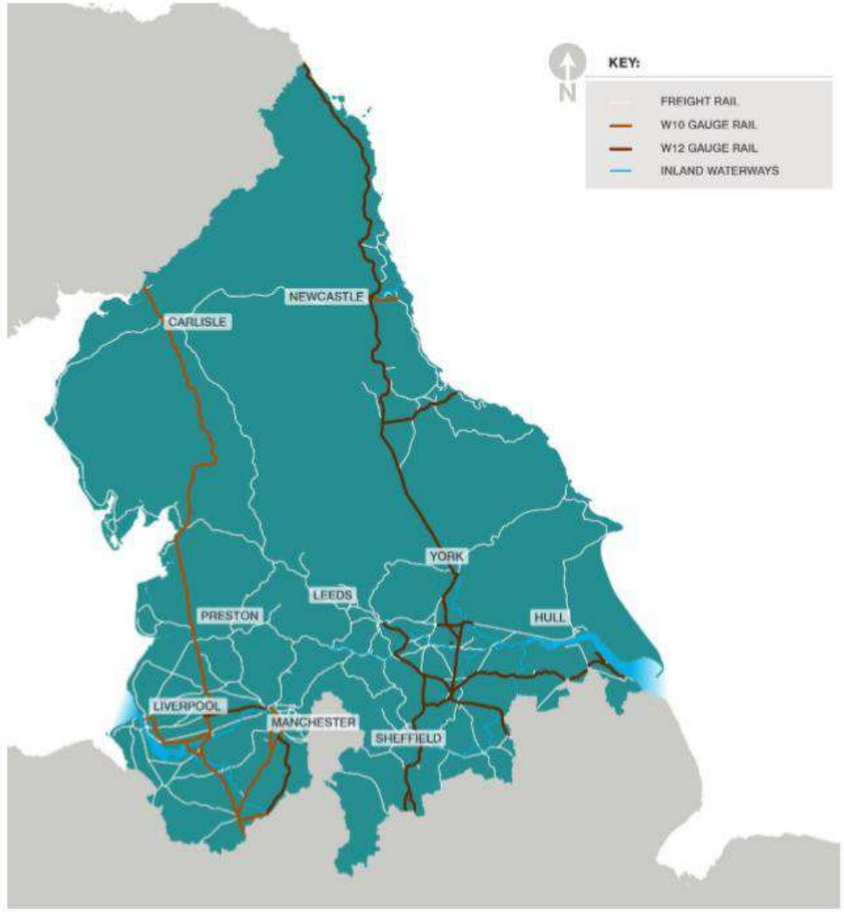
- **Capacity**: Provide the rail freight capacity in advance of forecast demand such that rail supports the economic growth

- **Cohesion**: Develop a rail freight network and service capacity and capability within the TfN region that complements the characteristics of the road network

- **Cost Efficiency**: Create a freight rail network that focuses on the traffic requirements that are most closely aligned to rail's commercial strengths

Gauge Clearance

- In order to transport ISO containers on the rail network, sections of track are required to have the appropriate gauge clearance.
- ISO containers (9ft 6in in height) are commonly used for moving freight by sea shipping routes into and out of the North of England.
- To permit FOCs to transport this type of container on a standard wagon W10 gauge clearance is required.
- A significant proportion of the rail network in the North of England does not have W10 clearance



Rail Capacity Concerns

Rail capacity concerns exist at the following locations:

- **WCML** south of Warrington
- **WCML** between Weaver Junction and Liverpool (particularly towards the Port of Liverpool and the intermodal freight terminals at Garston and Widnes/Ditton)
- **WCML** between Crewe and Manchester (particularly towards Trafford Park and through the congested Platforms 13 and 14 at Manchester Piccadilly)
- The **ECML** between Doncaster and Newark
- The **ECML** south of Leeds and through Wakefield
- The ECML around Northallerton
- The **MML** south of Sheffield and through Chesterfield
- The **Cumbrian Coast Line** between Carlisle and Sellafield in the interim period to 2050 in particular
- The **Transpennine Rail Routes** particularly between Manchester and Huddersfield however alternative east-west routes may be more appropriate.

Key Challenges

The key challenges facing the rail industry in the North are:

- The current **low average speeds** of freight trains
- Train **length limits** – not enough loops capable of handling 775m trains
- Train **weight limits**
- Lack of appropriate **gauge clearance** for freight and in particular the larger intermodal units
- **Low utilisation** of allocated freight paths in many cases limiting the available capacity of the network

Timetabling – A Key Issue

Timetabling

The surge in passenger rail in the past decade has placed restrictions on freight. It is now more difficult to find paths rail routes

This is unlikely to change without investment in the network to accommodate more freight traffic

- Enhancements and greater emphasis on the **Freight Timetabling** could result in more efficient freight services being provided and give them a similar prominence to passenger rail services
- DfT's Rail freight strategy also identified that ensuring **sufficient capacity** on the network does not only mean identifying future infrastructure investment, but also always **making best use of the existing network**
- This could include making more flexible and **innovative use** of existing infrastructure, more **efficient timetabling**

Northern Powerhouse Rail

Guiding Mind

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TRU

Short-term route capacity growth and significant time savings.

Builds upon current franchise commitments – more and longer trains.

HS2

Better connectivity from the North to the Midlands and the South.

Passive provision for NPR (approved recently).

NPR

Long-term transformation in service frequencies and journey times.

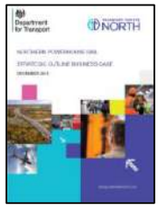
Supports re-balancing of the economy.

Transport for the North

Reduced Costs

Full Integration

Transformational Rail



NPR SOBC

Business Case Development

Construction & commissioning

2018/19 | 2024/25 | 2029/30 | 2034/35 | 2039/40

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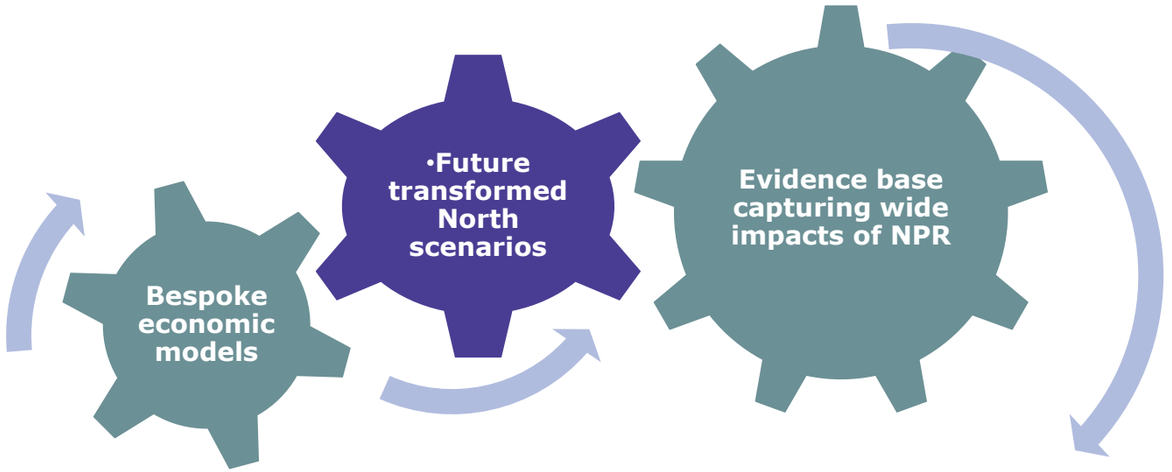
Affordability



Designing, developing and delivering a Programme driven by:

- **Efficient Rail investment planning**
- **Evidence-led & benefit driven**
- **Assured costs and efficiencies built into a single planned programme**

'£24 billion'

Recommended investment

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National Infrastructure Commission

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Attracting Investment

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A vibrant and well thought-out rail network will quickly yield massive returns through private investment

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Next Steps

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2018:

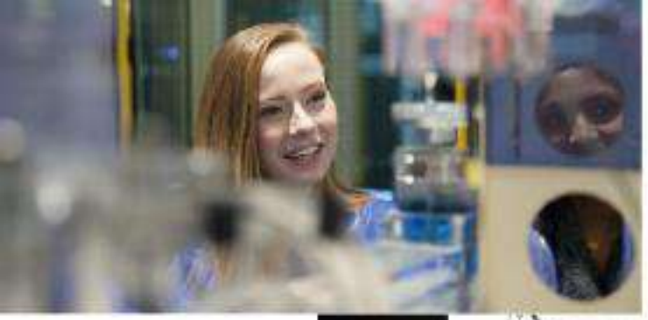
Complete Strategic Outline Business Case

2020's and beyond:

Construction of Northern Powerhouse Rail Infrastructure and associated schemes

2030's:

Opening of HS2 Phase 2B to Manchester and Eastern legs to Sheffield, Leeds and beyond



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