



Initial Integrated Rail Report

Transport for the North (TfN) has developed an Initial Integrated Rail Report which:

- Identifies nine evidence-based Pan-Northern Connectivity Priorities, which alongside the Initial Major Roads Report, will contribute to a Portfolio of Connectivity Priorities within the Strategic Transport Plan.
- Provides evidence to the Single Integrated Rail Plan, where they will be brought together with an updated Rail North Long Term Rail Strategy and outputs from Northern Powerhouse Rail; and
- Provides evidence to Network Rail's North of England Route Study.



Importance of Rail to the Northern Economy

An effective rail network is key to encouraging and sustaining transformational economic growth, supporting commuting, business travel, education, tourism and freight. Rail can transport large numbers of skilled workers into city centres avoiding congested highways.

Improving rail connectivity in the North will deliver the following benefits:

Improved commuting

The current modal share for rail commuting in the North of England is 3.4%, comparable to most of England outside of London and the South East; however on certain corridors associated with Leeds and Manchester city centres, the modal share is closer akin to London. There is significant potential for a greater modal shift towards rail through the provision of user-friendly, joined up networks, frequent services, light rail and a smart, multi-modal ticketing system with simplified fares.

Better business links

Growth in knowledge intensive jobs in the North such as those in sectors highlighted by the Northern Powerhouse Independent Economic Review will lead to increased demand for business-to-business travel. The figure below shows that six of the seven prime and enabling capabilities have a higher than average trip rate by rail. Faster journeys would encourage greater agglomeration between Northern cities, as well as increasing productivity and efficiency.

An economic boost for leisure and tourism

Inbound tourism brings the North around £1.9 billion (GVA) in revenue, with huge potential to attract more international tourists to the region's world-class attractions. Improved access to and from airports in the North would increase its global connectivity. Leisure and tourism has the potential, not only to provide GVA and jobs growth, but, handled appropriately, can enhance quality of life in the North. This will help to retain and attract a skilled and experienced workforce, who can maintain and develop these attractions.

Improved quality of life

The North's quality of life is an asset which supports its economy, particularly in providing an attractive place for people to live, work, invest and visit. Rail has an important part to play in further improving quality of life as a means to providing better access to education and training, greater skills retention around university and research facilities, and to meet increasing and varied demands for travel associated with housing growth and a more varied catchment of employment opportunities.

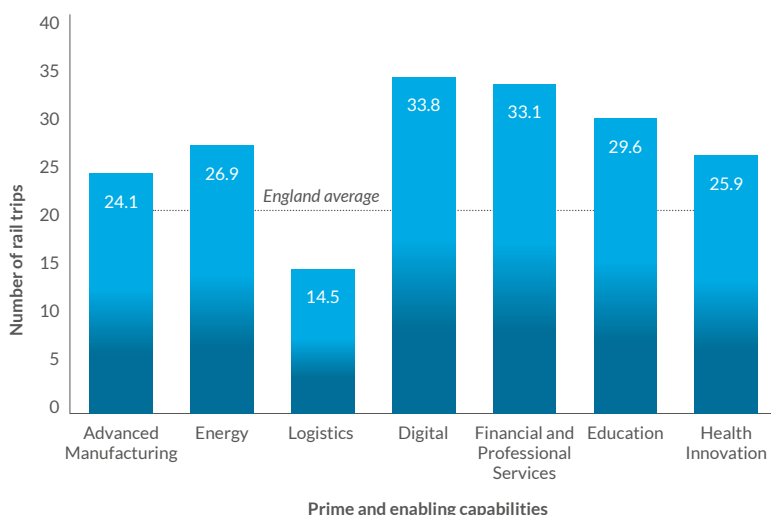
Greater international connectivity

Global connectivity, for people and for goods, will allow the North to realise its specialisation opportunities. Better connectivity will allow businesses to meet customers, suppliers and collaborators with greater ease and improve the North's ability to import and export goods.

Growth in freight

Freight accounts for 9% of the country's GDP and supports every industry with access to goods and services. In the UK, a total of 1.65 billion tonnes of freight are lifted by all modes per annum. A little over a third of freight activity takes place in the North of England. In Britain, rail freight transportation is heavily focussed within the North.

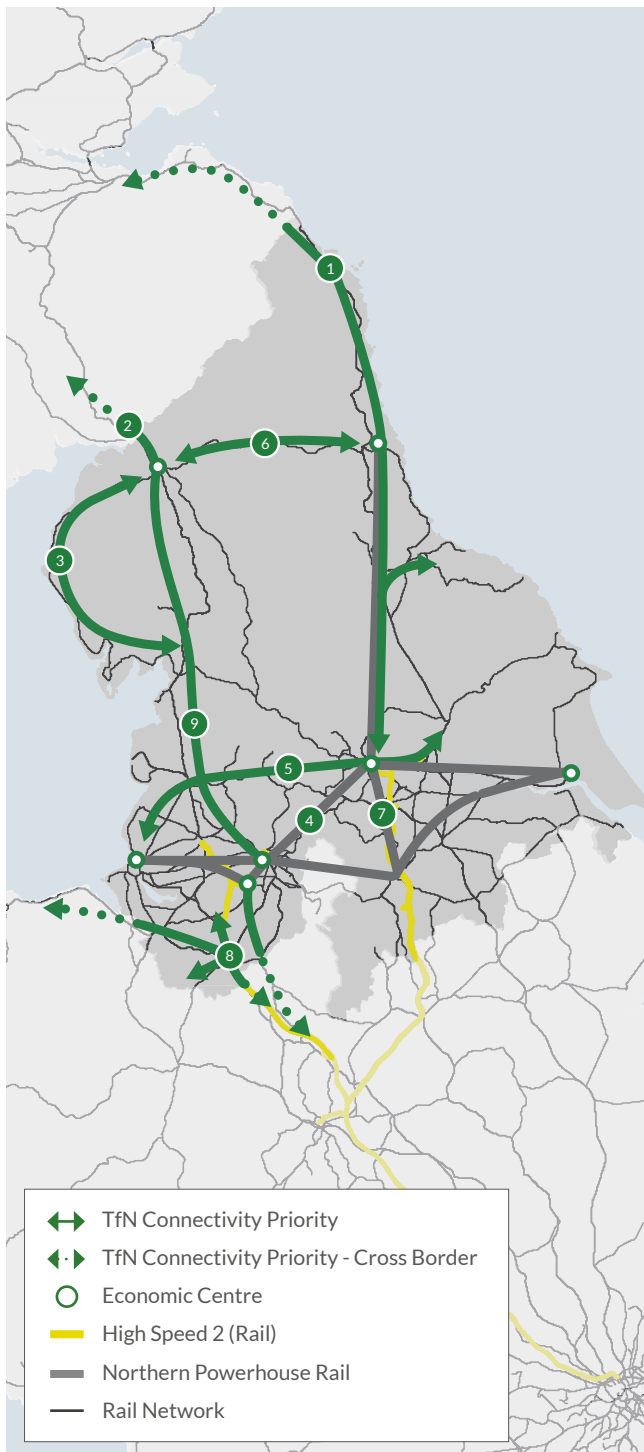
Number of rail trips per person per year





Portfolio of Rail Connectivity Priorities

The Initial Integrated Rail Report identifies nine connectivity priorities for development and sequencing, in addition to Integrated and Smart Travel and Northern Powerhouse Rail. These will sit alongside those identified within the Initial Integrated Rail Report, through the Strategic Transport Plan.



- 1 North – South: Eastern Corridor (Connecting the North East, Tees Valley, North Yorkshire, Leeds City Region, and Sheffield City Region, Cross Border)
 - 2 North – South: Western Corridor (Cumbria, Lancashire, Cheshire & Warrington, Cross Border)
 - 3 West Cumbrian Coast (Cumbria)
 - 4 East – West (Liverpool City Region, Greater Manchester, Leeds City Region, Hull & Humber)
 - 5 East – West (Lancashire, North Yorkshire, Leeds City Region)
 - 6 East – West (Cumbria – North East)
 - 7 North – South (Leeds City Region, Sheffield City Region)
 - 8 East – West (Greater Manchester, Cheshire & Warrington, Liverpool City Region)
 - 9 East – West (Lancashire, Greater Manchester, Sheffield City Region)
- Integrated and Smart Travel (Pan-Northern TfN Programme)
 - Northern Powerhouse Rail (Pan-Northern TfN Programme)



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