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Chief Executive
National Infrastructure Commission
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London
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21 December 2017

Dear Phil

Response to recommendation 3 of “High Speed North” on behalf of the Northern Powerhouse Rail Programme Board

I am pleased to attach a response to recommendation 3 of “High Speed North” which refers to integration of short, medium and long-term plans for connectivity in the North, including the integration of High Speed 2 and Northern Powerhouse Rail (NPR). This response has been developed and agreed by the Northern Powerhouse Rail Programme Board which comprises Transport for the North (TfN), the Department for Transport, Network Rail and HS2 Limited. Although the Board has agreed this response, the response does not necessarily represent an agreed position statement of its member organisations.

This submission sets out an integrated plan for improving connectivity in the North, with a focus on Leeds – Manchester as a first stage of the planned Northern Powerhouse Rail network. Improving connectivity in this corridor will have significant economic benefits and address historic lower levels of economic interaction. We describe how separate, but complementary, programmes will develop the rail offer between the largest cities in the North, ultimately leading to a transformation in connectivity to support growth in productivity and greater labour market mobility. Short-term improvements to significantly increase seating capacity and introduce new trains are being delivered now. In the medium-term, the Trans-Pennine Route Upgrade (TRU) will provide capacity for more passenger and freight trains in addition to shorter journey times and greater reliability. In the long-term, an integrated programme aligning HS2 and NPR will transform north-south and east-west connectivity.

Each of these programmes is complementary, and will grow demand, helping to improve the case for the next. Seeing them as an emerging integrated programme will allow synergies to be exploited and ensure that the benefits and performance outputs are fully optimised and complimentary in providing significant and transformational improvements to this corridor in the short, medium and longer term.

This will be aided by TfN becoming a Statutory Sub-National Transport Body in 2018 and by Rail North being integrated within TfN at the same time. It is important that TRU, HS2 and NPR are also planned alongside and are complementary to improvements to the rest of the rail network. The integrated approach advocated in the draft TfN Long Term Rail Strategy that will be part of the Strategic Transport Plan is, therefore, important.

2018 will be a significant year for developing this integrated plan. As well as TfN becoming the first statutory Sub-National Transport Body, important decisions will be made on the TRU as well as HS2 and NPR. These decisions will build on the significant step forwards made by the Chancellor's announcement of £300m funding to develop the case for HS2/NPR touchpoints. The Government will also decide what the final nature is of the TRU it wishes to fund, and consultation on HS2 and a Strategic Outline Business Case for NPR will be submitted by the end of the year.

These decisions will be made on an integrated basis to maximise benefits to the short, medium and long-terms and reinforce the complementary planning of interventions. This integrated approach will support the transformation of the North's economy – a prime focus of the draft Strategic Transport Plan.

We believe that this response reinforces the integrated approach to developing transport, and rail in the north that we are pursuing. We welcome the National Infrastructure Commission's recognition of the need for significant improvements to the connectivity as described in "High Speed North" and would, of course, be happy to discuss the approach set out in this response with the Commission as the integrated programme develops.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tim Wood', with a stylized, flowing script.

Tim Wood

Interim NPR Rail Director

Response to recommendation 3 of “High Speed North” on behalf of the Northern Powerhouse Rail Programme Board

Introduction

In March 2016, the National Infrastructure Commission (NIC) published the report High Speed North. The report highlighted the critical need for investment in the North’s transport infrastructure in the short-term as well as a longer-term plan to transform the journey times, capacity and reliability of key road and rail links in the region.

We welcomed this report as a key endorsement of the Government and Transport for the North’s (TfN) strategic aims to improve transport links in the North to support economic transformation which was outlined in 2015 Northern Transport Strategy¹ and the 2014 One North report². This document outlines the response to recommendation 3 which states that:

“TfN should work with the Department for Transport, Network Rail, HS2 Ltd and other stakeholders to prepare by the end of 2017 a single integrated strategy, combining short-term action with an ambitious long-term vision, which supports the overall plan for the HS3 network and brings together:

- The upgrade of the Trans-Pennine line between Manchester and Leeds
- The design of the northern phase of the HS2 network, including connectivity between Leeds – Sheffield and Liverpool – Manchester
- Proposals for the redevelopment of Manchester Piccadilly station”

This response has been prepared by TfN in collaboration with the Department for Transport (DfT), Network Rail, HS2 Ltd and also TfN’s northern partners.

These organisations are now working closely together to develop rail connectivity between the 6 core Northern cities to support the plans for economic transformation in the North. These organisations collectively form the Northern Powerhouse Rail Programme Board which is guiding plans to transform rail in the North. This response is on behalf of the Programme Board but is not an endorsed position statement of any of the four member organisations. The response also sits in the context of the Strategic Transport Plan (STP) being published by TfN in January 2018 which will be a comprehensive long-term plan for the North and will address the issues highlighted in High Speed North. A summary of the position on the rail recommendations is included in Appendix 1.

This response sets out an initial plan shown in output terms to integrate short, medium and long-term interventions following the approach set out in High Speed North.

In the short term, benefits for passengers will be delivered through introduction of new trains with substantially more seats through the new Northern and TransPennine Express franchises.

In the medium term, the priority is to secure the Trans-Pennine Route Upgrade (TRU) to provide faster journeys, greater reliability and more capacity for freight and passenger trains. This will also help grow the market for further, more significant interventions.

¹ The Northern Powerhouse: One Agenda, One Economy, One North, 2015, HM Government and TfN
<https://www.gov.uk/government/publications/northern-transport-strategy>

² One North, a proposition for an interconnected North, July 2014
<https://www.westyorks-ca.gov.uk/uploadedFiles/Content/News/Articles/One%20North.pdf>

In the longer term, HS2 will transform north/south connectivity and radically improve journey times to the Midlands and London. Northern Powerhouse Rail (NPR) will build on this and significantly improve east-west connectivity through faster journeys and higher frequencies. As recognised in High Speed North, these longer-term interventions are needed to support economic transformation, and we see them as part of an overall plan for the corridor's growth.

There has been substantial progress in developing the strategy for transforming rail connectivity in the North of England, and the announcement of £300m funding to develop the case for HS2 and Northern Powerhouse Rail (NPR) touchpoints in October 2017 reinforces the collaborative development work that has been undertaken. Network Rail submitted the results of its work developing options for the TRU to Government in December 2017 and we are considering the complementarity of TRU and NPR in identifying the best options for further development.

Whilst significant progress has been made on bringing together the plan for TRU, HS2 and NPR, further development work is ongoing and the plan may evolve over time as the schemes reach a more mature stage of development.

2018 will be a key year for all three programmes. A clear plan is being developed for the Leeds – Manchester corridor covering the short, medium and long terms to ensure that each of these are complementary interventions, not alternatives. As we set out below, this approach will lead to a build-up of transport and wider economic benefits over time which will maximise the benefits to passengers and the returns to taxpayers.

Better connections between the Leeds City Region and Greater Manchester Economies

The journey time improvement delivered through TRU and NPR will provide two clear step-changes in accessibility between Leeds and Manchester.

We have estimated the size of the populations in the Greater Manchester and Leeds City Region areas that will be able to reach each other within 60 minutes of the other city by rail.³ We have started from the current base then shown the increase enabled through the introduction of TRU and then the increase enabled through NPR. Figure 1 shows that the population within 60 minutes reach more than quadruples with each phase of improvement, starting at around 150,000 people, and increasing to 3.5 million people with NPR. NPR will also bring 1.3 million northerners within an hour's rail travel of four of the north's major cities compared with just 10,000 today.

³ Analysis undertaken using TRACC data covering highway, rail and tram journey times between different Middle Super Output Areas (MSOAs), based on an average of the October 2015 AM peak. Walk time is included for interchange. For the Base scenario, we assume a 49-minute journey time between Leeds and both Victoria and Piccadilly. For both the TRU and NPR scenarios we assume the Victoria-Leeds journey time improves to 40 minutes, with the Piccadilly-Leeds journey time held at 49 minutes. For the NPR scenario, we assume the Piccadilly-Leeds journey time improves to 30 minutes. Population numbers are taken from ONS population projections (2014 base), assuming TRU opens in 2026 and NPR opens in 2033.

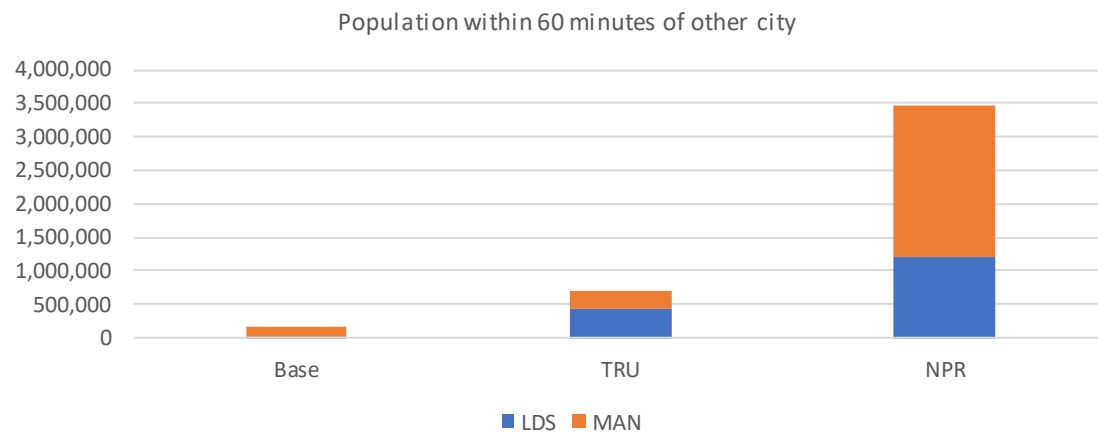


Figure 1: Populations in the Greater Manchester and Leeds City Region areas that will be able to access the opposite City Centres within 60 minutes via inter-city rail links

Figure 2 shows the spatial distribution of this improvement in accessibility over the two phases described above.

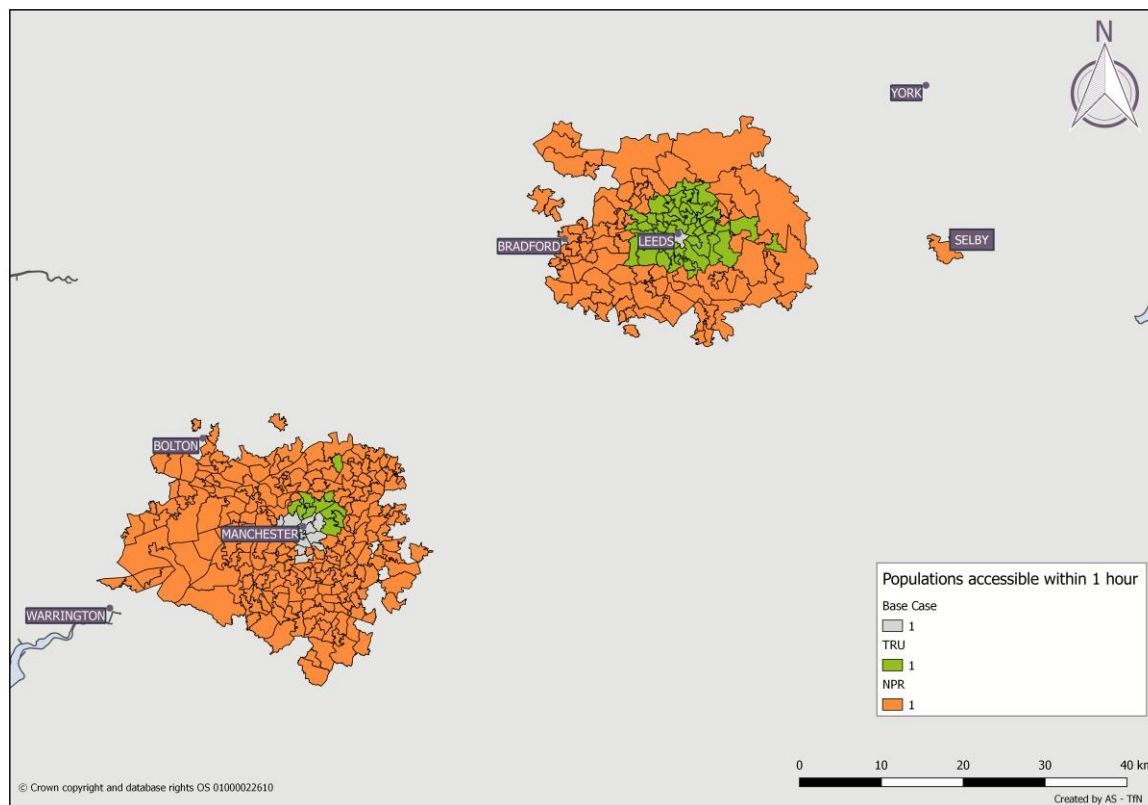


Figure 2: Areas of Greater Manchester and Leeds City Region that will be able to access the opposite City Centre within 60 minutes via inter-city rail links

This analysis demonstrates how TRU increase interactions between the two city regions, with NPR then substantially building on this to create a significant shared pool of labour supply that businesses in both cities will be able to access. This will address the historic lack of economic interaction described in more detail below.

Research Evidence

The Northern Powerhouse Independent Economic Review⁴ sets out the key challenges and opportunities for the North's economy and shows how the region can transform to deliver greater agglomeration, productivity and economic output.

Leeds City Region (£60Bn GVA economy) and Greater Manchester (£56Bn GVA) are the two largest economies in the North of England and the two most populous areas⁵. Collectively the two city regions employ over 2.7m people and have 225,000 businesses⁶. Leeds and Manchester have strengths in financial and professional services and both are significant centres of academic and educational activities which generate major employment and business start-ups.

Both city regions are key drivers of the North's economy, with strengths in the key future capabilities that are identified in the NPIER with potential for growth.

Comparisons

Research⁷ has shown that commuting between Leeds and Manchester is 40% lower than would be expected as acknowledged in the supporting report commissioned by the NIC from Frontier Economics, with poor transport links a significant reason for this.

Although the city regions are linked by motorway, rail links are poor compared to other city pairs in the UK and elsewhere. For example, the combined economies of Leeds and Manchester are around 70%-80% bigger than those of Glasgow and Edinburgh combined⁸ and despite the smaller economies, Glasgow and Edinburgh have 38% more rail connections per hour between them than Leeds and Manchester. The connectivity between the Scottish cities is about to be further enhanced by electrification of all routes between the cities and introduction of new trains through the Edinburgh-Glasgow Improvement Programme. Connectivity across London and the South East is even better, facilitating high levels of employment and productivity. One North⁹ also noted the

⁴Northern Powerhouse Independent Economic Review, TfN, 2016

<http://www.transportforthenorth.com/reports/page/2/>

⁵ Source Office of National Statistics 2017

<https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/gvaforlocalenterprisepartnerships> (2015 Prices)

⁶ Source Office of National Statistics 2017

<https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedincomeapproach> (2015 Prices)

⁷Strengthening economic linkages between Leeds and Manchester: feasibility and implications: full report, LSE for the Northern Way, 2009

[http://eprints.lse.ac.uk/43146/1/Strengthening%20economic%20linkages%20between%20Leeds%20and%20Manchester_full%20report\(lsero\).pdf](http://eprints.lse.ac.uk/43146/1/Strengthening%20economic%20linkages%20between%20Leeds%20and%20Manchester_full%20report(lsero).pdf)

⁸ Source Office of National Statistics 2017

<https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedincomeapproach> (2015 Prices)

⁹ One North, a proposition for an interconnected North, July 2014

<https://www.westyorks-ca.gov.uk/uploadedFiles/Content/News/Articles/One%20North.pdf>

significantly better connectivity between cities in the Rhein Ruhr and Randstad agglomerations in Germany and The Netherlands, both areas having significantly higher productivity than the North.

Geographical Context and Complementary Investment

As well as being important for linking the cities of Leeds and Manchester themselves, the North Trans-Pennine corridor, which passes through both, also provides wider links.

This corridor links Liverpool and Manchester Airport with Hull and Newcastle and all rail services between these points pass through both Manchester and Leeds.

Complementary investment elsewhere has the potential to further maximise benefits. Leeds and Manchester are also the two key hubs for HS2 in the North and better Trans-Pennine and local rail connectivity will help to maximise the benefits of HS2 investment. Better and faster Leeds – Manchester links will therefore benefit a much larger area than the two cities themselves. In addition, locations between the cities could benefit through released capacity for additional local and freight services.

Bradford, population 531,000, and the fifth largest economic centre in the North, is a major centre that is not as well served by rail as it could be, located on the secondary Calder Valley route between Leeds and Manchester served only by local trains. Better connectivity for Bradford would have significant economic benefit for the North. The main Leeds – Manchester rail corridor serves Huddersfield which is a significant economic centre and generator of rail demand as well as Dewsbury and Stalybridge. Plans to develop connectivity between Leeds and Manchester need to be as part of plans to improve rail provision for intermediate centres, not at the expense of them.

The Strategic Transport Plan

TfN's vision is of a thriving North of England where modern transport connections drive economic growth, create wider opportunities for communities and businesses and support an excellent quality of life. The Government has confirmed that TfN will become England's first statutory sub-national transport body in 2018.

This will mean TfN will have unprecedented access to transport investment decision-making across the region. As the first STB, TfN is, by developing a Strategic Transport Plan (STP) for the North, setting out the future requirements of the transport network.

The STP will set out the case for investment in strategic transport infrastructure through to 2050 and is integrated with plans and strategies developed by partner organisations. Achieving the STP vision will require a substantial and sustained investment programme to build new and upgrade existing transport infrastructure, strengthen skills, harness innovation, and support smart technology. The STP will be published for consultation in early 2018 and will be a comprehensive response to all the recommendations made in the National Infrastructure Commission High Speed North report including road as well as rail. The STP will be supported by an updated Major Roads Report which sets out future priorities for the North's road network.

TfN builds on the work of Rail North which is a grouping of 25 Local Transport Authorities seeking to secure better rail services. Rail North first adopted its Long-Term Rail Strategy (LTRS) in 2014 which is a 20-year plan for developing rail in the north. The Long-Term Rail Strategy is being updated and will form the rail component of the STP. It will also be published for consultation at the same time.

HS2 and NPR offer potential to transform the North's rail network in a way that has not happened for 150 years. The LTRS has a key role to ensure that the North properly plans for HS2 and NPR, and

that the benefits of both are maximised, e.g. by co-ordinating planning of local and regional services to connect with HS2 and NPR, spreading the benefits of transformed connectivity.

HS2 and NPR will be complemented by other TfN programmes, for example by introducing integrated and smart ticketing and information on public transport for the North, the first phase of which is being implemented to deliver early benefits to customers, primarily focused on rail and the introduction of smart season products. Further phases will deliver integrated information and contactless bank card payments, pay as you go and a fair price promise. This will mean customers can trust that they will be charged no more for their travel each day than the best-value tickets they could have bought on the day of travel.

The Leeds – Manchester Rail Corridor

Leeds and Manchester are currently linked by five fast trains per hour although average speeds are only 51 mph or less. The service pattern has developed incrementally from an hourly service in the 1980s. Whilst improvements have been made to the service, these have generally been on a reactive basis to address crowding and straightforward infrastructure challenges, rather than transformational improvements aimed at stimulating growth.

The improved service has also led to significant patronage increases. Overall rail use in the North has increased by 176% since 1995 and inter-regional trips such as between Leeds and Manchester have been the largest component of this growth. The TransPennine Express franchise has shown growth of over 18% over the period from 2011/12 to 2015/16¹⁰, substantially more than the average 12 % growth for long distance TOCs over the same period. As a result, significant peak crowding on TransPennine Express services is a regular occurrence as recognised in High Speed North. Crowding at other times, particularly weekends, also occurs regularly. Because of the continued growth in patronage and the rail planning processes, service development has effectively been reactive and capacity has not kept up with demand. As we have already noted, capacity provision between Leeds and Manchester is substantially less than between Edinburgh and Glasgow which are much smaller in both population and economic terms.

As well as linking Leeds and Manchester, the north Transpennine route is also important in providing strategic links across the North linking Liverpool, Manchester Airport, Hull and Newcastle as well as other destinations. The north Transpennine route also links significant centres of population including Dewsbury, Huddersfield and Stalybridge. Bradford is also in the Leeds – Manchester corridor although not currently served by the principal rail route. Improved connectivity between Leeds and Manchester is needed as part of an overall plan to develop rail provision in the corridor, including serving other centres.

Whilst the current Leeds – Manchester rail offer includes modern trains with direct links to main cities and Manchester Airport on a “turn up and go” frequency, it has several service challenges:

- Crowding– trains are mainly three cars and TPE services have shown considerable growth, and this has continued at 4.7% per year over the last five years. Significant standing occurs at peak times and is increasingly occurring at weekends and at weekday inter-peak periods. Despite changes in rolling stock provision and improved timetables, over 15% of TransPennine Express passengers at Leeds and Manchester must stand at peak times and this has been the case for several years.

¹⁰ Initial Integrated Rail Report, TfN, June 2017

<http://www.transportforthenorth.com/wp-content/uploads/TfN-Initial-Integrated-Rail-Report.pdf>

- Punctuality and reliability – the network does not perform as well as it should do.
- Journey Times – journey times are slow compared with other city pairs and the ability to reduce journey times further without compromising reliability is extremely limited. Leeds – Manchester journeys currently average just over 50 mph and Bradford – Manchester 42 mph.
- Capacity – the mix of stopping patterns, types of trains and lack of passing provision restricts the number of trains that can operate. Capacity for freight trains is extremely limited, meaning these sometimes must take indirect and slower routes.

Our plan for the future

The plan for developing rail in the Leeds – Manchester corridor includes complementary interventions in the short, medium and longer terms.

Short-term actions deal with immediate issues including crowding. In the medium term, connectivity will be improved through intervention leading to faster trains with more seats, and providing capacity to deal with historic growth. In the long term, the aim is a level of connectivity that matches comparator city pairs in the UK and Europe and supports economic growth.

The key components of the plan are:

- ❖ In the **short term**, the number of seats provided will be doubled by introduction of new trains operating all TransPennine Express services between Leeds and Manchester.

The TransPennine Express Franchise provides for 44 new trains. Each will have five coaches providing enhanced passenger facilities and significantly more seating capacity. The first of these trains is under construction and due to enter service in 2018 with full deployment by 2020. These new trains will operate all services between Leeds and Manchester. In the interim, existing trains are being refurbished and will be used to increase capacity on the South TransPennine Route once the new trains are in service. 98 new trains are also under construction for the Northern franchise which operates local and regional services across the North.

- ❖ In the **medium term**, the TRU will further increase capacity and reduce journey times between Leeds and Manchester Victoria, including introduction of new digital signalling on the route.

The TRU is focused on delivering targeted passenger benefits that provide the best value for money within available funding. This includes reducing the journey times between Leeds and Manchester Victoria to 40 minutes (currently 49 minutes) and Manchester to York in 62 minutes (currently 78 minutes), providing six fast and semi-fast trains per hour between Manchester to Leeds as well as two local (stopping services) and achieving a higher level of reliability with 92.5% of trains arriving within 5 minutes. Opportunities to use new technology, where this delivers passenger benefits with less disruption, will be considered including the use of digital signalling. This will also include consideration of bi-modal trains as well as electrification. The TRU builds on the infrastructure development delivered by the Great North Rail Project including the completed redevelopment of Manchester Victoria and Ordsall Chord, and the North West electrification due to be complete in 2018.

- ❖ In the **longer term**, it is HS2 and NPR that will provide the major transformational economic interventions for the North reducing journey times, releasing capacity and opening up new opportunities for business, employment and wider economic growth.

HS2 will provide significantly faster north/south connectivity and more capacity with transformed stations at Leeds and Manchester Piccadilly. At the same time, NPR (referred to as HS3 in High Speed North), will transform rail connectivity between Leeds and Manchester further, with an aim to reduce journey times to 30 minutes with further significant increase in seating capacity.

NPR will either be a new line or an upgrade akin to a new line in an existing rail corridor, with the new line concept providing potential for released capacity for more freight and local passenger services.

HS2 is being delivered in three phases. Phase 1 between London and the West Midlands is under construction and due to open in 2026. Phase 2a will extend new infrastructure from the West Midlands to south of Crewe and is due to open in 2027. This will allow Liverpool and Manchester to benefit from HS2 services, with HS2 trains using existing infrastructure to complete their journeys. Phase 2b extends new infrastructure from the West Midlands to Leeds and Sheffield and from Crewe to Manchester including transformed stations at Manchester Piccadilly and Leeds and a new station at Manchester Airport. It will also serve the Crewe Hub, the final form of which is subject to consultation.

NPR will take economic transformation and greater agglomeration in the North further than ever before by delivering faster and more frequent rail journeys linking the North's six main cities with each other and with Manchester Airport. It also has potential to provide much improved connectivity for other significant economic centres and the potential to release capacity on the existing rail network for freight and other local rail services.

There is considerable synergy between HS2 and NPR and the latter is proposed to use sections of HS2 infrastructure. The now proposed eastern leg alignment facilitates integration of HS2 and NPR in the Sheffield-Leeds and Newcastle corridor.

For these reasons, as recommended in High Speed North we see HS2 and NPR as being closely integrated so that, by being planned together, they can fully support the North's economic transformation.

Northern Powerhouse Rail – The Emerging Vision

The emerging vision for the NPR network as set out in the draft TfN STP and shown in Figure 3 includes:

- A new line between Liverpool and the HS2 Manchester Spur via Warrington;
- Capacity at Piccadilly for around eight through services per hour;
- A new Trans Pennine rail line that connects Manchester and Leeds via Bradford;
- Significant upgrades along the corridor of the existing Hope Valley from Sheffield to Manchester line via Stockport;
- Leeds to Sheffield delivered through HS2 Phase 2B and upgrading the route from Sheffield;
- Leeds to Newcastle via HS2 junction and upgrades to the East Coast Mainline; and
- Significant upgrades to existing line from Leeds to Hull (via Selby) and Sheffield to Hull (via Doncaster)

A key principle agreed by the TfN Partnership Board in 2015 and reflected in later Command Papers is that there is potential for NPR to utilise HS2 infrastructure east of Leeds, between Sheffield and Leeds and also between Manchester and Liverpool.

Integration with HS2 provides the opportunity for parts of the NPR network to be delivered in an efficient way, using parts of an already committed scheme with an agreed programme. Together with the existing mainline route network, HS2 and NPR can create a flexible set of services to maximise the economic outcomes for the UK. A focus of activity in 2017 has been to develop the case for touchpoints between HS2 and NPR to be considered for inclusion in the Hybrid Bill for HS2 Phase 2b.

This work led to an announcement by the Chancellor on 7th October 2017 for £300m funding ‘to future-proof the railway network in the north, ensuring HS2 infrastructure can link up with future Northern Powerhouse and Midlands Rail projects while keeping open all options for services through Manchester Piccadilly.’ The announcement included passive provision for junctions to enable:

- trains from Sheffield and the Midlands to travel via Leeds and on to York and the North East
- services between Liverpool and Manchester to connect onto HS2 offering the potential for faster Liverpool-London HS2 services
- at Manchester Piccadilly, allowing services from Liverpool to approach the station and leave to continue east towards Leeds
- services from East Midlands to the North to travel via HS2, for example between Leicester and Leeds

Further work on potential journey time improvements on the rest of the network will be undertaken over the coming months. As a key part of the TfN Long Term Investment Programme, the next phase of work will look to ensure that any propositions are integrated with other plans for the rail network in the North to ensure efficient approach to strategic development and investment.

TfN with the support of the DfT will submit a Strategic Outline Business Case for NPR by the end of 2018.

Stations

Stations are also important interface points between HS2, NPR and connecting rail services. Stations are also the “front door” to the places they serve, and can be significant retail and employment locations as well as interchanges to other forms of transport. An integrated approach to the planning of Leeds and Manchester Piccadilly is being pursued.

Leeds

A public consultation exercise has recently been held on the draft South Bank Leeds Regeneration Framework Supplementary Planning Document, including the proposed Leeds Integrated Station Masterplan. Redeveloping the South Bank area of Leeds will be the biggest change the city has seen in more than a hundred years. The masterplan aims to double the economic impact of Leeds city centre by transforming South Bank into a distinctive global destination for investment, sustainable living, learning, creativity and leisure. The integrated station masterplan is a key element of these plans, developed by a partnership of Leeds City Council, West Yorkshire Combined Authority, Network Rail, DfT, HS2 Ltd and TfN. The implementation of the vision outlined in the integrated station masterplan will require support on a multi-organisational basis, ensuring that the phasing and delivery of short term investments and enhancements facilitate successful delivery of the wider vision.

Manchester Piccadilly

An integrated station at Manchester Piccadilly will seamlessly connect local, regional and national transport modes, in an environment that supports regeneration of the immediate vicinity and which will transform the station into a destination for both rail and non-rail users.

The introduction of HS2 and NPR services, combined with investment, has potential to make Manchester Piccadilly one of the best connected and thus most productive locations in the North of England.

The Piccadilly Joint Board has a key role to ensure integrated planning to realise these benefits and comprises TfN, DfT, Network Rail, HS2 Ltd, Manchester City Council and Transport for Greater Manchester. The Joint Board continues to consider how the optimum infrastructure provision into and around Piccadilly can be delivered to create an integrated station.

The proposals for HS2 in Manchester allow for synergies between the HS2 and NPR schemes to be exploited and delivered as part of HS2 construction, potentially providing the benefits associated with NPR earlier and reducing the overall disruption experienced.

Manchester Piccadilly is one of the HS2/NPR touchpoints included in the October 2017 funding announcement. It is also important that the proposals for Piccadilly are fully integrated with and support the Piccadilly Strategic Regeneration Framework and plans for public transport, including Metrolink.

The Chancellor's announcement of October allocating funding for NPR/HS2 touchpoint development includes Manchester Piccadilly. A range of options are under consideration including an underground through station for NPR.

An Integrated Plan

After a period of limited investment, other than in new trains, there is now an emerging strategic plan for developing the Leeds – Manchester rail corridor, as part of wider plans to transform connectivity across the North through NPR. While the various interventions described in this response were initially developed separately, they are now being co-ordinated with the aim of producing a medium to longer term integrated plan for strategic rail links in the North.

Each step, building on its predecessor, will lead to valuable benefits and improve the case for the overall programme with the focus on growing the market and making maximum use of available assets. The new trains now under construction will lead to a substantial uplift in seating capacity and address crowding. The TRU will, in turn, provide faster and more reliable journeys as well as catering for freight, and will maximise what is possible within the existing Victorian alignments, and it will address current crowding and stimulate some demand growth. This will also grow the market and strengthen the case for further long term interventions in the form of NPR which will take Leeds – Manchester connectivity to the next level with transformational journey times, benefitting a large part of the North of England.

All investment decisions will be guided by both the TfN STP and the Government's Transport Investment Strategy. The STP is a strategic plan to support transformational growth in the North's economy through a 30-year plan for transport investment, which, with the move to STB status will support the direction of the Transport Investment Strategy.

The integrated plan involves joint working between several organisations:

- The TransPennine Express franchise - operated by First Group and managed by Rail North and the DfT through a partnership agreement. The Northern Rail franchise managed in the same way and operated by Arriva.
- The DfT- as client for the TRU with Rail North acting as senior stakeholder. Network Rail is the delivery partner for the TRU.
- The DfT- as sponsor for HS2, which is being delivered by HS2 Ltd.
- TfN and DfT – as co-clients for NPR, with Network Rail and HS2 Ltd as delivery partners.

The Government has recently confirmed its intention to progress with legislation for TfN to become the first statutory sub-national transport body. When this is in place, Rail North will become part of TfN. As part of the STB status, TFN is in discussion with DfT and partners over future roles and responsibilities in the governance and decision making.

Our approach to improving rail in the Leeds – Manchester corridor integrates short, medium and long-term interventions. To achieve maximum benefit, it is important that these are planned in a co-ordinated manner, and that key decisions are made with a view to the overall programme. Although we have identified short, medium and long-term interventions, planning for the medium and long term is underway now and important decisions need to be made in 2018. Figure 4 below sets out how these will be integrated.

The programme for delivery of rail investment in the North

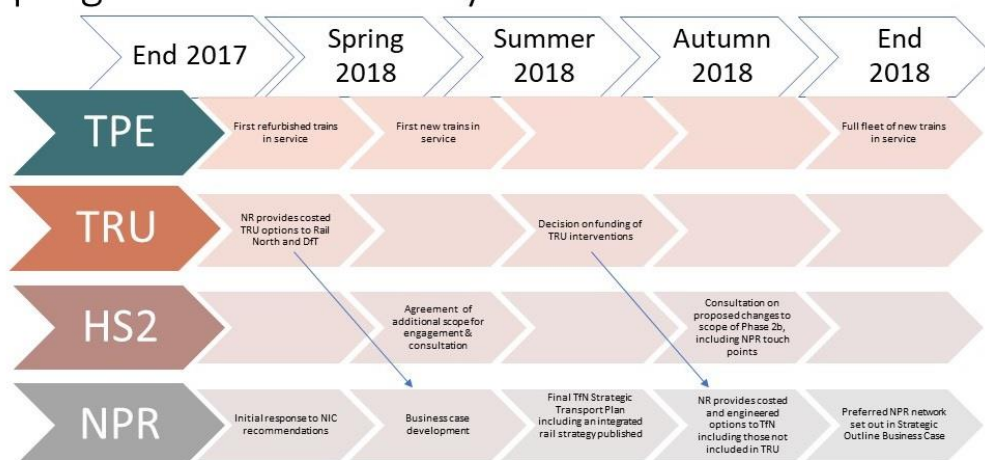


Figure 4 The programme for delivery of rail investment in the North

The short-term interventions outlined earlier in this report will provide a baseline of services that will feed into TRU, HS2 and NPR.

Network Rail submitted the results of its work developing options for the TRU in December 2017. DfT is now developing and assessing the best value and affordable combination of options and impact on the franchises by DfT, with support of the Rail North Partnership. It is also engaging with TfN on priorities for TRU and interaction with NPR and other schemes.

NPR, as a strategic programme, consists of a series of significant interventions across the NPR network, rather than a single scheme.

In doing this, as well as considering new NPR infrastructure interventions, NPR also looks to optimise other significant schemes and proposals, such as HS2 as well as schemes identified by route studies and elsewhere. As noted above, as part of the NPR feasibility development programme, we are currently considering a range of concepts and options across the NPR network that meet, or move significantly towards the NPR Conditional Outputs.

For the Leeds-Manchester corridor, the NPR and TRU development teams will need to work seamlessly as both schemes are further progressed throughout 2018. This will ensure that the benefits and performance outputs of both schemes are fully optimised and complimentary in providing significant and transformational improvements to this corridor in the short, medium and longer term.

Figure 5 sets out an indicative long term programme for delivery of interventions.



Figure 5 High level delivery timeline as per draft TfN Long Term Rail Strategy

Conclusion

This submission sets out how TfN and DfT are working with Network Rail and HS2 Ltd on an integrated plan for improving connectivity in the North, with a focus on Leeds – Manchester as a first stage of the planned Northern Powerhouse Rail network.

Improving connectivity in this corridor will have significant economic benefits and address historic lower levels of economic interaction.

We describe how separate but complementary programmes will develop the rail offer between the largest cities in the North, ultimately leading to a transformation in connectivity to support growth in productivity and greater labour market mobility.

Short term improvements to significantly increase seating capacity and introduce new trains are being delivered now. In the medium term, the TRU will provide capacity for more passenger and freight trains, shorter journey times with greater reliability. In the long term, an integrated programme of HS2 and NPR will transform north-south and east-west connectivity.

Each of these programmes is complementary, and will grow demand, helping to improve the case for the next.

Seeing them as an emerging integrated programme will allow synergies to be exploited and ensure that the benefits and performance outputs are fully optimised and complimentary in providing significant and transformational improvements to this corridor. This will be aided by TfN becoming a Statutory Sub-National Transport Body in 2018 and by Rail North being integrated within TfN at the same time.

It is important that TRU, HS2 and NPR are also planned alongside, and are complementary to, improvements to the rest of the rail network. The integrated approach advocated in the draft TfN Long Term Rail Strategy that will form part of the Strategic Transport Plan is, therefore, critically important.

Transport for the North, working with the DfT and delivery partners, provides a unique mechanism, empowered by local knowledge, through which the full integration of synergetic interventions can be effectively realised for the first time.

Until recently, it had not been possible or practical to deploy an integrated plan for improving connectivity in the North – the machinery to do so did not exist. Now that it does, Transport for the North and its Partners are determined to ensure that the opportunity is not wasted. There is a shared vision, there is a shared determination – and through this submission and the elements that support it – there is a means of progression.

Appendix 1 How the rail recommendations in High Speed North are being addressed

Recommendation	How is this being addressed
Improving connectivity between the cities of the North will not be sufficient to create the northern powerhouse, but is necessary. Transformations in transport connectivity should form part of a broader strategy incorporating improvements in education, workforce training, research and innovation, spatial planning and wider infrastructure investment	Through the draft STP
To connect northern cities faster and more reliably than today, the Commission recommends that funding be provided to further develop the long-term plan for HS3, which should be conceived as a high capacity rail network, rather than a single piece of entirely new infrastructure. This plan must be fully integrated with proposals for maximising the benefits from currently planned investments.	Through the work on NPR as set out in the draft STP
TfN should work with the Department for Transport, Network Rail, HS2 Ltd and other stakeholders to prepare by the end of 2017 a single integrated strategy, combining short-term action with an ambitious long-term vision, which supports the overall plan for the HS3 network and brings together: <ul style="list-style-type: none"> • The upgrade of the Trans-Pennine line between Manchester and Leeds • The design of the northern phase of the HS2 network, including connectivity between Leeds – Sheffield and Liverpool – Manchester • Proposals for the redevelopment of Manchester Piccadilly station 	Described in this interim response
The upgrade of the Leeds to Manchester link should form the first phase of HS3 to be developed in detail. It should comprise a long-term programme with the objective of reducing journey times to 30 minutes, alongside substantial capacity and frequency improvements. The first part of this should be a shorter-term plan, to be developed and implemented by TfN and Network Rail by 2022, to cut the journey time between these cities and to onward destinations by roughly 20% from 49 to 40 minutes, enhance capacity and improve service regularity and frequency	The DfT is working with Rail North and Network Rail on the TRU which will provide a Leeds – Manchester journey time of 40 minutes and significant frequency and capacity increases. This response describes how the short, medium and long-term interventions combine into an integrated plan for improving rail connectivity between Leeds and Manchester
The design of the northern phase of HS2 should be taken forward by HS2 Ltd, working closely with TfN, to ensure that this is planned and	Plans for NPR are integrated with those for HS2. The announcement of £300m funding to develop the case for touchpoints between HS2

<p>delivered so as to facilitate the development of the HS3 network, enhancing connectivity between Leeds – Sheffield, Liverpool – Manchester (and its airport), and between Sheffield – Newcastle, as well as to onward destinations.</p>	<p>and NPR in October 2017 is a significant step towards develop this integrated network.</p>
<p>Proposals for the redevelopment of Manchester Piccadilly station should be prepared jointly by TfN, Transport for Greater Manchester, Manchester City Council, Network Rail, DfT and HS2 Ltd. These organisations should work to together to deliver:</p> <ul style="list-style-type: none"> a) Detailed plans for the new east-west platforms 15/16 to facilitate delivery early in Control Period 6 and unlock the development potential of the Mayfield site; b) A masterplan for the longer-term development of Manchester Piccadilly station as a whole, incorporating capacity for HS2 services and options for the delivery and timing of platform capacity for HS3; and c) Proposals for funding and financing the station redevelopment, including for private sector and local contributions. 	<p>This work is being taken forwards by the TfN is taking a co-ordinating role across these activities working closely with Network Rail, HS2, DfT and Manchester partners. These activities are then overseen by the Manchester Piccadilly Joint Board.</p> <ul style="list-style-type: none"> a) Following the Secretary of State’s request for Network Rail to investigate application of digital solutions along the Castlefield corridor, further work is ongoing to ensure sufficient rail and stations capacity for future growth. b) TfGM and MCC have produced a masterplan for the Manchester Piccadilly area as part of the Greater Manchester Growth Strategy work, overseen by the Manchester Piccadilly Joint Board. c) A blend of funding solutions will be required to implement proposals at Manchester Piccadilly Stations.
<p>TfN should follow an approach that seeks to maximise the benefits of current and planned investments and integrates them with an ambitious longer-term plan, in developing and prioritising proposals for other major inter-city links through its Northern Powerhouse Rail strategy. This should include assessing the case and options for early enhancements to key routes and for improvement and redevelopment at gateway stations including Liverpool Lime Street.</p>	<p>This response describes an integrated plan for short, medium and long-term measures in the Leeds – Manchester corridor. As part of work on NPR, TfN is working closely with DfT, Network Rail and HS2 Ltd with local partners to develop plans for stations on the NPR network including at Liverpool, Manchester, Leeds, Hull, Sheffield and Newcastle.</p>