

Yorkshire Rail Network Study

Second Stakeholder Event

Report

March 2012

Prepared for:
Yorkshire Rail Network Study
Stakeholder Group

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1 Introduction

Introduction

- 1.1 To make the greatest possible contribution to economic growth, Yorkshire's rail network needs a sustained programme of planned investment. The rail industry is currently finalising its plans for investment in the five year period from 2014 to 2019 (known as 'Control Period 5'), but there are currently no firm plans for development to the existing network beyond then.
- 1.2 The first purpose of the Yorkshire Rail Network Study is to reinforce the investment case for proposed near-term (before 2019) enhancements that benefit the Leeds and Sheffield city regions, and more broadly the north of England.
- 1.3 The second purpose is to set the foundation for an assessment of the longer term investment needs for rail routes in the two city regions. This will support the identification, for phased implementation beyond 2019, of preferred options that have been costed, are affordable and provide value for money.
- 1.4 The Yorkshire Rail Network Study establishes an evidence base that allows targeted proposals to enhance the rail network to be developed with the goal of maximising economic returns. This is especially important in a time where resources for investment are limited. Using industry-standard demand forecasting models to look at passenger services within and between the Leeds and Sheffield City Regions and the connections to other cities in the North, the study has identified the scale of potential benefits that can be achieved from improved connectivity and greater capacity. Freight flows have also been analysed.
- 1.5 The challenge to the railway industry is now to work with local partners to identify the most cost effective, value for money and affordable ways of delivering as much of these benefits as feasible, and then to ensure the timely delivery of the most appropriate solutions.
- 1.6 The principal output of the study is a 'Conditional Output Statement' for Yorkshire. This sets out the outputs required from the rail network to support economic growth in the city regions of Sheffield and Leeds. They are described as "conditional" because realisation of each output will be subject to an affordable and value for money solution being identified and delivered by the rail industry.
- 1.7 The study has been funded by Metro, SYPTe and Leeds City Region. Passenger and freight train operators, Network Rail and the Department for Transport have been part of the study's Steering Group.

Stakeholder Group and Events

- 1.8 Input from stakeholders is essential if the outputs of the study are to be most useful in securing future investment in the rail industry. It is important for the study that local aspirations for the development of the rail network are understood. To achieve this, a study stakeholder group has been established, with members drawn from local authorities, development agencies, business representatives and the rail industry.

Second Stakeholder Event

- 1.9 The first stakeholder event was held in Leeds on 7th October 2011. A report of that event, including a summary of the objectives for the Yorkshire Rail Network Study and a record of the Stakeholder Group's membership has been provided to the Group's members.
- 1.10 A second stakeholder event was held in Leeds on 9th February 2012. At this event stakeholders were presented with an overview of the Yorkshire Rail Network Study's conclusions with the opportunity for questions to be posed to the study team.

This Report

- 1.11 Section 2 of this report presents a summary of the questions asked at the stakeholder event and the responses to these questions.
- 1.12 The report also includes the following appendices:
- Appendix A - Stakeholder event agenda;
 - Appendix B - Stakeholder event attendees; and
 - Appendix C - Stakeholder event presentation slides.
- 1.13 This report presents a summary of the stakeholder event. The views and opinions expressed by stakeholders will be considered when finalising the study outputs, but the record of these views and opinions should not be taken as endorsement or otherwise of these by Metro, SYPTE, Leeds City Region or the wider Stakeholder Group.

2 Stakeholder Questions

Introduction

- 2.1 This section provides a consolidated summary of questions asked during the second Yorkshire Rail Network Study stakeholder event. Also provided is a response to each question.

Questions and Answers

1. *The financial cost of rail travel is a barrier, has this been considered in the study?*

The Yorkshire Rail Network Study's focus is on the investment needed in infrastructure to provide additional rail capacity and better journey opportunities in order to support economic growth. It does not take into consideration possible changes in rail policy, such as changing the fares structure, which could largely be delivered without investment in operational infrastructure. The demand forecasts take into account the established Government policy on above inflation fare increases and the impact this will have on future patronage levels.

2. *Wayfinding between stations and city centres and interchange with taxi and bus is poor, has this been considered in the study?*

With the study's focus on the infrastructure needed to provide additional capacity and journey opportunities this has not been considered in the demand forecasting and appraisal elements of the study. Nonetheless, the Conditional Outputs recognise the importance of integrating stations with local access. Local stakeholders are already working with the rail industry to address many of these concerns.

3. *Has the study considered the possible opportunities that tram - train could present?*

At this stage, the study only considers the potential benefits of improvements to capacity and journey time opportunities using the existing rail network, not how these are delivered. Detailed options such as tram-train are for later studies to consider.

4. *Does the forecast demand growth take into consideration abstraction from other modes as a result of increasing fuel costs / congestion?*

The demand forecasts take into account standard forecasts for trend growth in fuel costs and highway congestion as part of the Passenger Demand Forecasting Handbook advice. No specific adjustments are made to these values.

5. *The Network Rail Route Utilisation Strategy (RUS) forecasts consider the impact of changes in car parking provision, is this considered in this study?*

The Trend Plus demand growth scenario presented in the study is based on a methodology that is consistent with the high growth forecasts in the Northern RUS. They include the same structural change in employment and city centre car

parking cost changes as the Northern RUS. However, the Trend Plus forecast also reflects lower projections of economic growth than the Northern RUS (work for which largely pre-dated the economic downturn) and current government fares policies.

6. *What is the difference between the forecasts in this study and those in the RUS?*

The method for forecasting growth used in this study is the same as that used in the Northern RUS. However this study's forecasts are based on more recent economic indicators and the forecasts are from a starting point of 2011 whereas the RUS forecasts were from a starting point of 2008.

7. *To what extent does the study reflect future population growth? For example Leeds is planning for a net increase of 70,000 houses up to 2028 and depending on their locations this could have a significant impact or otherwise on rail demand (although we are not in a position to be specific about locations).*

The forecast growth is based on the Department for Transport's National Trip End Model forecasts for additional housing included in Tempo 6.2. This is the industry-standard approach. Forecasts include housing growth spread across each district. To ensure consistency with other appraisal, and produce forecasts that are recognised by the DfT and rail industry no adjustment was made to the NTEM projections to reflect housing development that may be specifically adjacent to the rail network.

8. *What opportunities might changes in rail industry structure and franchising policy present? In particular what are the opportunities from a devolved rail industry or local franchise?*

Changes in rail franchising policy, specifically the aspiration for more local control over franchise specification and management may allow different, and more local, priorities for service provision to be delivered. These have not been considered as part of this study, as there are currently no firm proposals that would have a material impact on the delivery of rail services or infrastructure works. Further the study does not, at this stage, consider solutions, rather just the economic benefits that service enhancements could deliver.

9. *Is there any opportunity to ensure rolling stock displaced after electrification can be kept in the region?*

There is currently no confirmed plan for the use of rolling stock, particularly the Trans Pennine Class 185 and Class 170 units, following electrification of the route between York and Manchester. While there are many advantages to these units being used on other routes in the region, these units, particularly the Class 185 units, are notably more expensive to lease and operate than existing units which may make their use on some routes in the region financially unsustainable. Since the Stakeholder meeting, the DfT has announced that the Class 185 stock (that will become available when the operations of Manchester to Scotland services are transferred to new electric stock) will be retained within the Trans Pennine franchise and will be used to increase capacity on existing services.

This study, however, does not take account of potential solutions, hence the use of specific rolling stock has not been considered.

10. If 25% of the benefits come from the four key corridors, where do the other benefits come from?

25% of the potential benefits come from providing enhanced connections between the regional centres and between the regional and sub-regional centres as defined by the study. The other 75% of potential benefits come from improving journey to work and other trips to the major regional centres from local stations.

11. What is the geographical boundary of the conditional outputs - i.e. does the target for two trains per hour extend to Hull / Liverpool?

The study area includes improvements to services wholly within Leeds and Sheffield City Regions and between the city regions and other adjacent centres. These include Hull, Scunthorpe, Lincoln, Nottingham and Manchester and Blackpool. Improved frequency of services and journey times outside the Leeds and Sheffield City Regions, on services to the north east, Carlisle/Morecambe, beyond Manchester to Liverpool and Manchester Airport, and to Scarborough have not been considered. However there are journey time improvements on the legs of these journeys with the City Regions.

12. What are the growth centres and how are these served?

There are a number of growth centres across the study area that are identified in the study, including those identified in the Leeds and Sheffield City Region transport strategies and the Local Enterprise Zones in the study area. Where these growth areas are already connected to the rail network, for example Leeds, Bradford and Sheffield city centres, improved connectivity will be delivered through the connectivity conditional output. However where the growth areas are remote from the rail network, as the Aire Valley (Leeds) and Modern Manufacturing and Technology Growth Area (Sheffield) LEZs are, there is limited opportunity to deliver a direct rail connection. Therefore, for these areas, the conditional output suggests a suitable connection to a nearby hub station.

13. Why are the conditional outputs so prescriptive?

The Connectivity Conditional Output includes target journey times and service frequencies. By using every day terms and language they offer a readily understandable way of expressing what the potential benefits of a corridor could be.

14. Did the study consider any new lines or links when considering the investment required to allow the rail network to make the greatest contribution to sustainable economic growth? i.e. the Wortley Curve could allow services to Bradford to avoid Leeds.

The study has sought to identify the potential economic benefits achievable from improvements to services delivered within the existing line of routes. As such it has not considered the possible benefits of services via Wortley Curve.

15. Can you clarify that the Bradford - Leeds conditional output refers to frequency from one of the existing stations and not a new single station.

The study has not considered and does not suggest combining the two Bradford stations.

16. Should the route corridor Bradford - Nottingham reference via Huddersfield?

The definition of a corridor from Bradford to Nottingham was merely a way of summarising the key corridors that connect the regional and sub-regional centres. The options for achieving improved connectivity is a matter for a subsequent study. For the study's Final Report, this wording has been amended.

17. Why is a predict and provide approach rather than elements of a demand management approach being adopted throughout the demand forecasting?

The study has not adopted a predict and provide approach. Rather a set of demand forecasts have been combined with a description of an enhanced timetable to assess the potential rates of benefit that could be delivered through targeted enhancement.

More generally, rail demand has grown significantly in the last 20 years, with passenger trips by rail now at twice the number they were at the beginning of the 1990s. This demand is forecast to continue. Accommodating this growth through investment has the potential to deliver significant economic benefits and support the economic growth of the Leeds and Sheffield City Regions. If this growth is not accommodated, benefits will be less and economic growth will not be maximised. However, it is clear that any enhancements to rail have to offer value for money and be affordable which means that it may not be possible to accommodate all forecast growth.

18. The National Travel Survey suggest little overall growth in travel has been occurring in recent years, and locally in parts of Yorkshire a slight reduction in road based modes has occurred, such that part of the growth in rail patronage is modal substitution not pure trip generation. As presented, the identified economic benefits arise largely from generated trips which enjoy time savings; if they were being treated truly as generated trips the journey time savings should have been multiplied by a half. But has not the growth that has been going on the railways in the last decade been modal substitution rather than generated trips, and so their incremental benefits are attributable without halving?

The background rail demand growth forecast over the 60 year appraisal period is assumed to occur in both the do minimum and do something scenarios. This demand is therefore treated as existing demand for the purpose of the valuation of the benefits - trips are not treated as if they were generated. Demand that is induced by the do something scenarios, i.e. the quicker journey times, is subject to a 'rule of half'¹. Some of this induced demand will be mode shift rather than

¹ Assuming that there is a linear relationship between the cost of travel and demand the 'Rule of Half' is the way that the average user benefits experienced by new users are calculated. See <http://www.dft.gov.uk/webtag/documents/expert/unit3.5.3.php>

new journeys. However the appraisal has adopted a conservative approach, consistent with other rail analysis, by applying the ‘rule of half’ to all induced trips.

19. Is it helpful to publish lower growth forecasts than the RUS given the apparent short term effects of the 2008 recession?

The impacts of the recession on long term economic and employment growth are much better known now than at the time of the Northern RUS forecasts in 2009. It is therefore appropriate to consider economic forecasts based on more recent data. The study Steering Group, including representatives from Train Operating Companies, Network Rail and the DfT have acknowledged the need for revised forecasts.

20. What strategy is there to reduce the subsidy incurred on low demand routes such that more money is available for investment in new infrastructure and services and less diverted to subsidy? Should not the marketing of such services be a conditional output?

Ensuring that the future rail network is financially sustainable and delivers value for money to the tax payer and passenger is a key recommendation of the McNulty review and will form the cornerstone of future government rail policy. As this study does not consider the potential solutions to deliver identified economic benefits, it does not take into account the value for money case of delivering the benefits. This is why the outputs are described as conditional, they are conditional upon viable and affordable solutions being identified.

Marketing of rail services is something that the Train Operating Companies and other Stakeholders, including Metro and SYPTE, are able to undertake independently of improvements to rail services.

21. What are the stretching quantified conditional outputs for the nine conditional outputs where these were not stated in the presentation at the second stakeholder meeting?

Detail of the conditional outputs can be found in Section 6 of the published Conditional Output Statement. Specific journey time and frequency targets have been set as part of the connectivity output. However the remaining outputs are qualitative, drawing on existing strategic, and where appropriate numeric, evidence.

APPENDIX

A

STAKEHOLDER EVENT AGENDA

**STAKEHOLDER
WORKSHOP**

Dev0238

**Yorkshire Rail
Network Study**

Date/Time of Meeting:

09 February 2012

Lunch 1.30pm

Workshop 2pm – 4pm

Location:

Metro, Committee Room A, Wellington House,
40-50 Wellington Street, Leeds, LS1 2DE

Agenda

	Lunch will be provided from 1.30pm
	Discussion items
1	Welcome and introductions (2pm prompt)
2	Recap and feedback from October stakeholder meeting
3	Committed and planned rail investment
4	The process for securing further network enhancements
5	The evidence base identified by the study
6	The Conditional Output Statement
7	Next steps
8	Questions

APPENDIX

B

STAKEHOLDER EVENT ATTENDEES

**Yorkshire Rail Network Study Stakeholder Workshop 2 -
Thursday 09 February 2012 – Record of attendees**

Name	Organisation
Chis Anslow	Lancashire County Council
Marion Armstrong	Settle-Carlisle Railway Development Company
Chris Buck	SYPTE
Mike Cartwright	Bradford Chamber of Commerce
Neil Chadwick	SDG
Mary Farrar	Calderdale Council
Tom Finnegan-Smith	Rotherham MBC
Anthony Firth	Highways Agency
Andy Gibson	Northern Rail
Nick Greenwood	Harrogate Borough Council
Tim Hale	Sheffield Chamber
Alan Hart	Barnsley MBC
Tim Harvey	Leeds City Council
John Hoare	South Yorkshire Transport User Advisory Group
David Hoggarth	Metro
Alastair Hutchinson	SDG
Mike Ibbotson	Hull City Council
John Jarvis	John Jarvis Consulting
Peter Kennan	Sheffield Chamber
Stephen King	Doncaster MBC
Steven Leigh	Mid Yorkshire Chamber of Commerce and Industry
Chris Loader	TfGM
Neil Moore	Bradford District Council
Prof. Chris Nash	University of Leeds
James Nutter	Metro
Tony Plumbe	Kirklees Council
Jim Seymour	Derbyshire County Council
Ben Still	SYPTE
Ian Stokes	City of York Council
David Stopher	Settle-Carlisle Railway Development Company
Richard Wood	City of York Council

APPENDIX

C

STAKEHOLDER EVENT PRESENTATION SLIDES



Yorkshire Rail Network Study - Second Stakeholder Meeting

Thursday, 09 February 2012

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The Yorkshire Rail Network Study

- Potential benefits of releasing capacity could be very substantial: up to **£10.5bn-£12.2bn**
- Study identifies 10 **Conditional Outputs** for use by the rail industry in developing costed, affordable and value for money solutions. Based on:
 - The extensive evidence-base on the interaction of transport and the economy
 - New modelling work that has looked at the potential value of improved rail services
- ‘Conditional’ as the study has not considered cost or affordability

The Yorkshire Rail Network Study

For Control Period 5 proposals (2014-19)

- Adds to the evidence base for
 - Full delivery of Northern Hub Strategy
 - Other proposed enhancements, such as
 - Leeds & Sheffield Station capacity improvements
 - Leeds - Sheffield journey times improvements
 - Additional capacity to South Humber ports

For Control Period 6 (2019-2024)

- Allows a start to be made **now** to identify affordable and value for money packages for CP6 delivery

Agenda

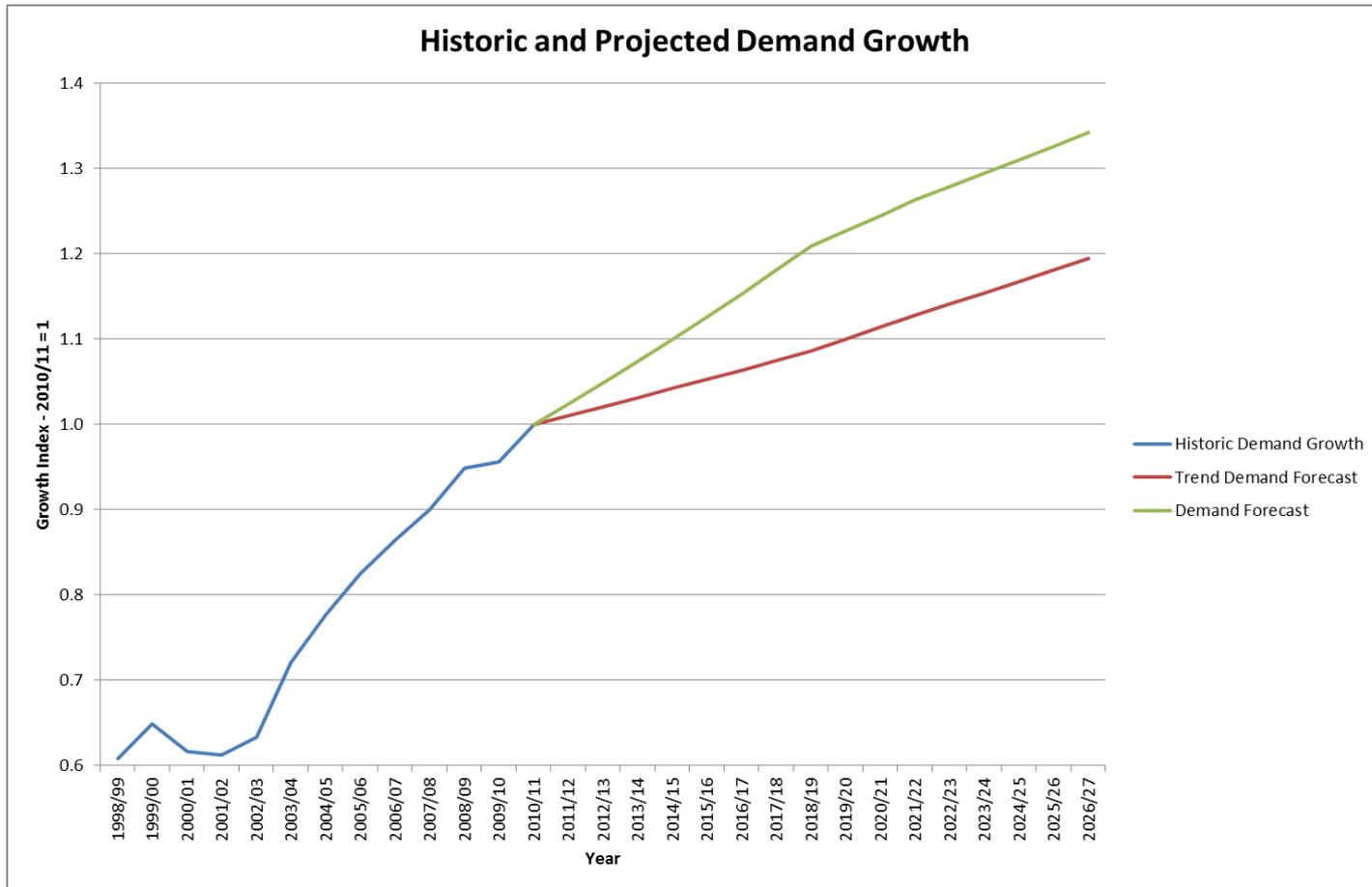
- A quick recap
- Recent commitments for rail investment
- The Yorkshire Rail Network Study in the context of securing further network enhancement
- The evidence base: how rail supports economic growth
- The Conditional Output Statement

RECAP

The Yorkshire Rail Network Study Context

- The past 15 years have seen unprecedented growth in rail demand and this is forecast to continue
- Movement of people and goods supports economic growth but there needs to be adequate capacity, reliable journeys and reasonable journey times
 - Within city regions
 - Between city regions
 - To access international gateways
- The rail network has supported sustainable economic growth - but there is now limited spare capacity
- Challenge is now to identify affordable and value for money ways of accommodating further growth and securing economic gains

Yorkshire Rail Demand Growth



Feedback from the October Stakeholder Meeting (1)

- Five key themes were identified from the October Stakeholder Meeting:
 1. The Need for Economic Growth
 2. Barriers to Growth
 3. Improved Passenger Connectivity
 4. Consistency/Quality
 5. Freight Network Capability

Feedback from the October Stakeholder Meeting (2)

- Access to the rail network and station quality
- Connectivity to key regional centres such as Bradford, Leeds, Sheffield and Manchester
- Connectivity to and between sub-regional centres such as Bradford, Huddersfield, Wakefield, Barnsley and Doncaster
- Consistent quality of journey experience
- Enhanced freight capability

Any
Questions?

COMMITTED AND PLANNED RAIL INVESTMENT

Recent Rail Investment Commitments (1)

I Northern Hub Phase 1

- Announced in 2011 Budget
- New chord which will allow trains to run directly between Manchester Victoria and Manchester Piccadilly stations
- Six trains an hour between Leeds and Manchester
- Journey time reduction between Leeds & Manchester with benefits to Hull, Scarborough, Middlesbrough and Newcastle services
- Operational Winter 2016/17



I Trans Pennine Electrification

- Announced in Autumn Statement
- York - Leeds - Manchester
- Further journey time improvements
- Implementation by 2018

Recent Rail Investment Commitments (2)

I Leeds Station Southern Entrance

- Announced in February 2011
- Quicker access to south of River Aire
- Additional capacity and relieves pressure on main concourse



I Leeds Rail Growth Package

- Announced in December 2011
- New stations with P&R at Kirkstall Forge & Apperley Bridge
- Served by two trains per hour (Leeds - Bradford Forster Square service)



Recent Rail Investment Commitments (3)

- Strategic Freight Network - Gauge Clearance
 - East Coast Main Line
 - Yorkshire - East and West Midlands
 - Access to Tees Port

Planned Rail Investment

I Northern Hub Phase 2

- Further capability and capacity increases in and around Manchester
- Will allow more and quicker journeys on South Trans Pennine and Calder Valley routes and so deliver substantial benefits to Yorkshire
- Additional capacity for services from Yorkshire through Manchester, including to Manchester Airport

I Initial Industry Plan

- Leeds Station Capacity improvements
- Sheffield Station Capacity improvements
- Sheffield - Leeds via Barnsley journey time improvements
- Additional capacity to South Humber ports

High Speed Rail

- In January the Government announced its intention for a Y-shaped national high speed rail network
- London to Birmingham by 2026
- Extended to Leeds and Manchester by 2032
- As well as faster journeys and more seats, will also release capacity for additional passenger and freight services on the classic main lines



Rail Investment - Summary

- Significant and worthwhile enhancements to Yorkshire's rail networks are committed:
 - Will lead to faster and more frequent rail services across the Pennines
 - Will increase capacity and network capability to deal with inter-modal freight
 - Will improve access to the network with new stations and enhanced facilities
 - Together these enhancements support economic growth
- Full delivery of Northern Hub Phase 2 will deliver further economic benefits to Yorkshire
 - Necessary precursor to any further enhancements on the three trans-Pennine corridors
- Further enhancements in Initial Industry Plan (IIP) will also deliver benefits
- High Speed Rail by 2032

Key Question

Beyond currently committed and planned investment and to complement high speed rail, what investment is needed to allow Yorkshire's rail network to make the greatest possible contribution to sustainable economic growth?

Any
Questions?

SECURING FURTHER INVESTMENT

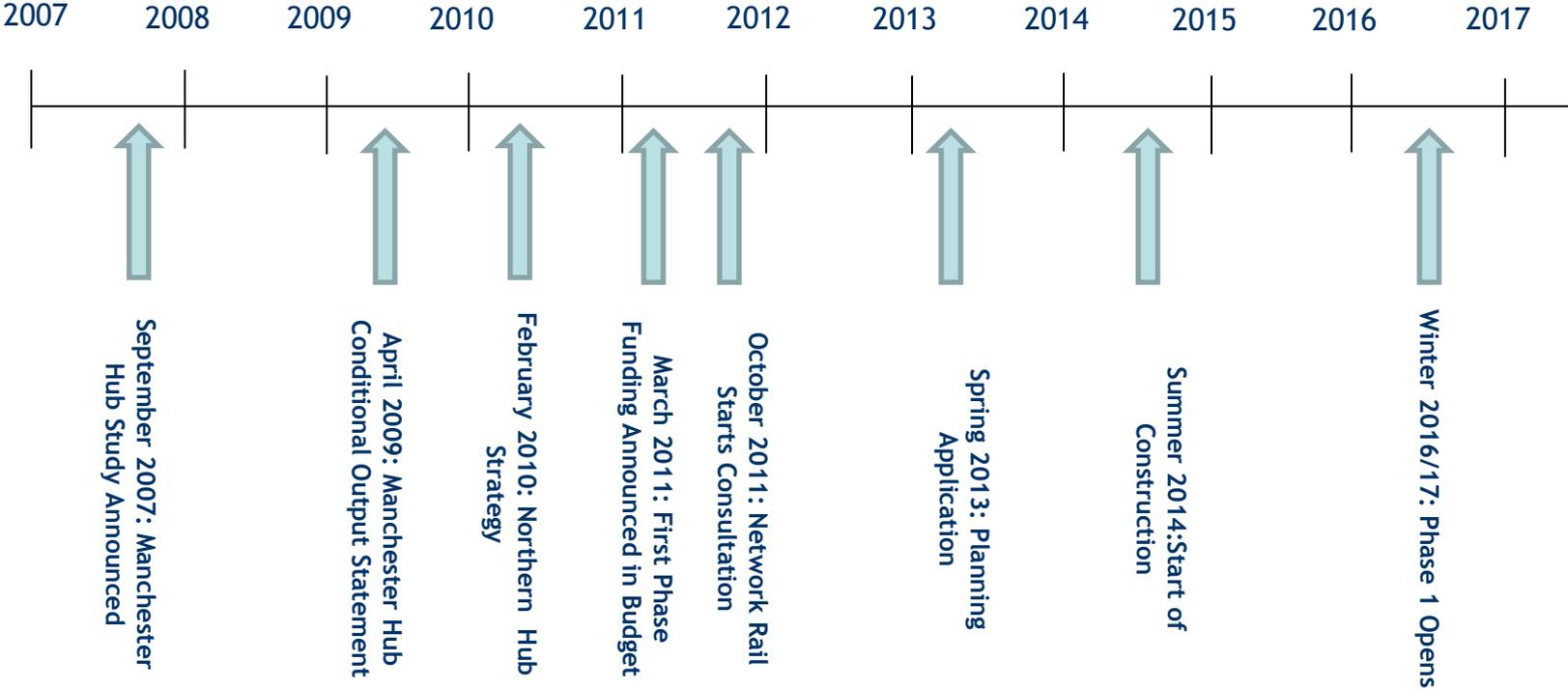
Rail Industry Investment Process

- Rail industry investment planning is a cooperative and cyclical process

- Control Period 5 (2014-19)
 - Initial Industry Plan has been published
 - In Summer 2012 DfT will publish High Level Output Statement (HLOS) and Statement of Funds Available (SOFA)
 - Some investment has already been committed
 - **Now: Reinforce case for other planned investments**

- Control Period 6 (2019-2024)
 - **Now: identify affordable and value for money enhancements for implementation in 2019-2024**

Northern Hub Phase 1: Timeline



Securing further rail investment in Yorkshire

■ Yorkshire Rail Network Study:

- Review established evidence base and undertake bespoke modelling
- Use this to establish **Conditional Outputs**
- Provide evidence to support schemes already identified for possible delivery in CP5
- Provide evidence to support development of future schemes

■ Next:

- Rail industry led work to identify a viable package of improvements to deliver the Conditional Outputs

■ Delivery of schemes:

- If not in the current Initial Industry Plan (IIP), likely to be 2019 onwards

Study Objectives

- Identify the economic benefits that could arise from enhancements to rail's capability and capacity
- Support the realisation and maximisation of the economic benefits to Yorkshire of the Northern Hub capacity and capability enhancements
- By providing evidence on the economic benefits of capability and capacity enhancements, contribute to the on-going rail investment planning and prioritisation processes for Control Period 5
- Make the economic case for the consideration of further longer term enhancements to the Yorkshire rail network's capacity and capability

Any
Questions?

THE EVIDENCE BASE

Evidence

Two sources of evidence have been considered:

- Established evidence on the interaction between transport and the economy and in particular, the role of rail
- Specific quantitative modelling analysis of the benefits from
 - Passenger connectivity and capacity improvements; and
 - The value of additional freight paths
- Taken together two sources of evidence have been used to develop the Conditional Outputs

Transport & the Economy

- City Region economies drive regional and national growth
 - Enhancing links between the city regions will facilitate future economic growth
 - For economic growth to be spread there needs to be a balance between enhancements within and between city regions
- For the Leeds & Sheffield City Regions
 - North Trans Pennine route supports growth of Leeds and Manchester, the North's two largest city region economies
 - South Trans Pennine links Sheffield and Manchester - especially important given the comparatively poor road links
 - Leeds - Sheffield corridor links the two largest city region economies in Yorkshire
 - The Leeds and Sheffield focussed commuter rail networks have facilitated sustainable economic growth by supporting growth in city centre employment

Transport & the Economy

- Expanding the scale and scope of labour markets can support growth
- Connecting areas of economic need to areas of stronger growth potential can create ‘spill over’ effects
- Manchester Airport is the North’s most important airport gateway, with key supporting roles from LBA and RHADS
- The North’s sea ports play a national role and have ambitious growth plans

Quantified Analysis

- Delivering more capacity and improved connectivity could deliver benefits up to between £10.5bn and £12.0bn over a 60 year period
- A quarter of the potential benefit could be delivered by enhancements to just four key rail routes:
 - York to Manchester, via Huddersfield
 - Bradford to Manchester via Calderdale
 - Bradford to Nottingham, via Leeds, Barnsley and Moorthorpe
 - Doncaster to Manchester via Sheffield
- There are also potential benefits from improving journey to work trips to Leeds, Sheffield and other regional and sub-regional centres
- Key Study Output: For each corridor, quantification of the Potential Benefit Rate expressed as benefits per generalised journey time/additional seat

Any
Questions?

THE CONDITIONAL OUTPUTS

The Conditional Outputs

1. Connectivity
2. Capacity
3. Freight
4. Performance
5. Journey Quality
6. Access to the Network
7. Growth Centres
8. North-South Links
9. Links to Airports
10. Carbon Reduction

Summary of Conditional Outputs

1. Connectivity

- Regional Centre to Regional Centre
 - Leeds - Manchester: 40 minutes, six trains per hour;
 - Sheffield - Manchester: 40 minutes, four trains per hour;
 - Leeds - Sheffield: 35 minutes, two trains per hour (and two semi-fast trains which provide a viable alternative to the fast trains);
 - Bradford - Manchester: 50 minutes, two trains per hour;
 - Bradford - Leeds: 15 minutes, six trains per hour, from a single station; and
 - Leeds - York: 20 minutes, six trains per hour.
- Minimum two trains per hour, at an even interval, between Leeds/Sheffield and sub regional centres, with journey time 75% that of the current car journey time
- Minimum two trains per hour all day on other routes, considering opportunities to improve journey times

Summary of Conditional Outputs

2. Capacity - sufficient to deliver forecast demand growth to 2027 and demand induced by further service enhancements
3. Freight - sufficient capacity and capability to maintain the region's electricity generating capacity and deliver growth in rail freight, especially containers, including:
 - Additional paths between the South Coast ports and existing and proposed intermodal rail freight interchanges in Yorkshire (and the North East and Scotland);
 - Enhanced loading gauges and available paths to open up new routes between the East Coast ports and the East and West Midlands, and the East Coast ports and the North West via trans-Pennine routes.

Summary of Conditional Outputs

4. Performance - improve the performance of relatively poor performing corridors
5. Journey Quality - new and replacement rolling stock to offer improved passenger experience
6. Access to the Network - sufficient car parking, high quality access by sustainable modes, and consistent station quality
7. Growth Centres - fast, frequent connectivity from rail hubs to growth centres
8. North-South Links - enhancements should not preclude additional north-south links and vice versa
9. Links to Airports - fast, frequent, reliable connectivity between rail hubs and airports
10. Carbon Reduction - support overall carbon trajectory for transport

The Yorkshire Rail Network Study

- Potential benefits of releasing capacity could be very substantial: up to **£10.5bn-£12.2bn**
- Study identifies 10 **Conditional Outputs** for use by the rail industry in developing costed, affordable and value for money solutions. Based on:
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The Ask to Government and the Rail Industry

- The Summer 2012 High Level Outputs Specification to consider the outputs of the study, in the context of a broader economic strategy for the North
- Government to take account of the outputs of the study when considering the investment case for Control Period 5 (2014-2019) for Northern Hub, and other proposed rail enhancements for Yorkshire
- Further work to assess each route in Yorkshire and identify preferred costed and value for money options for a phased implementation programme in Control Period 6 (2019-2024)

Any
Questions?

Thank you

