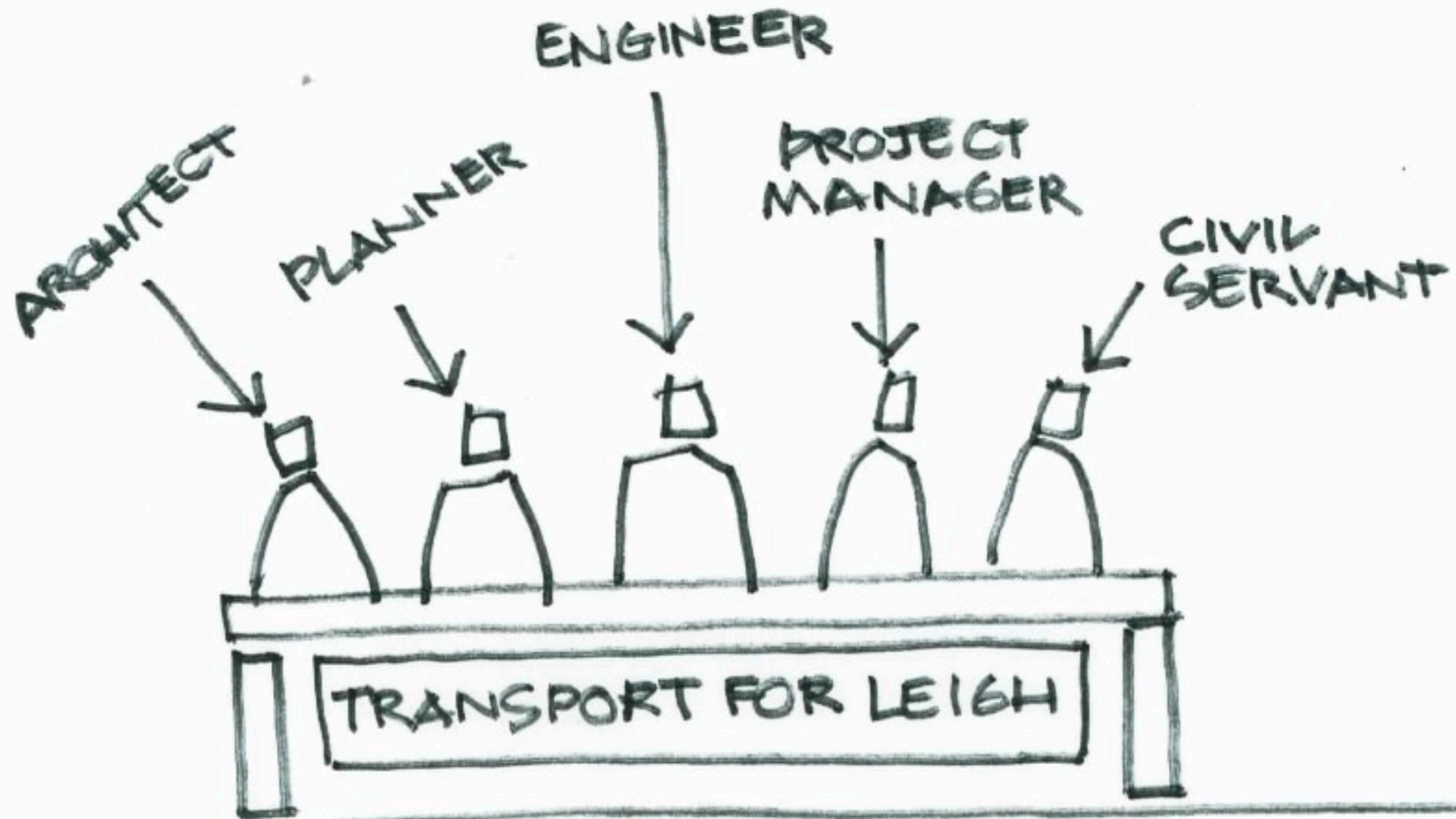
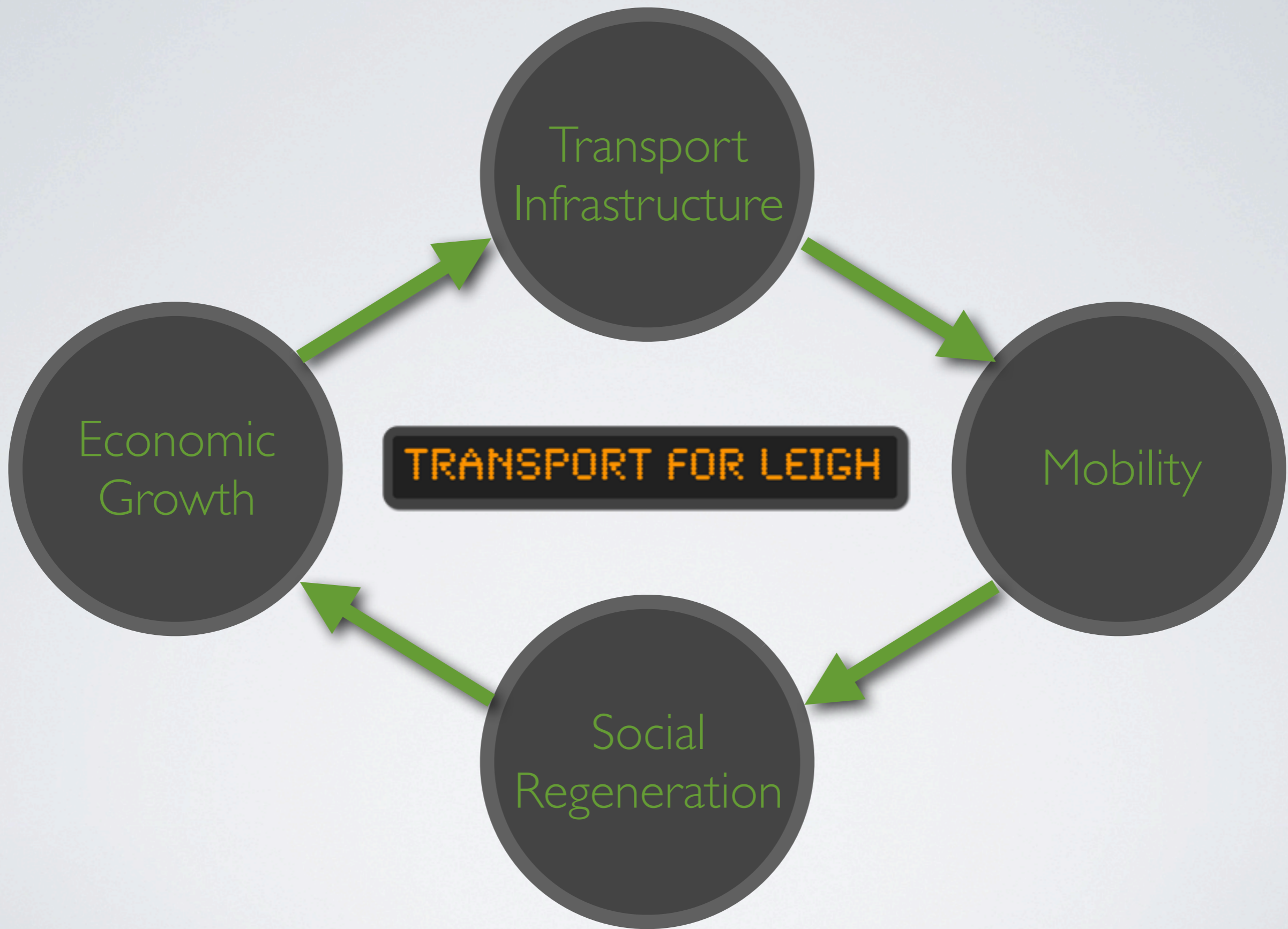


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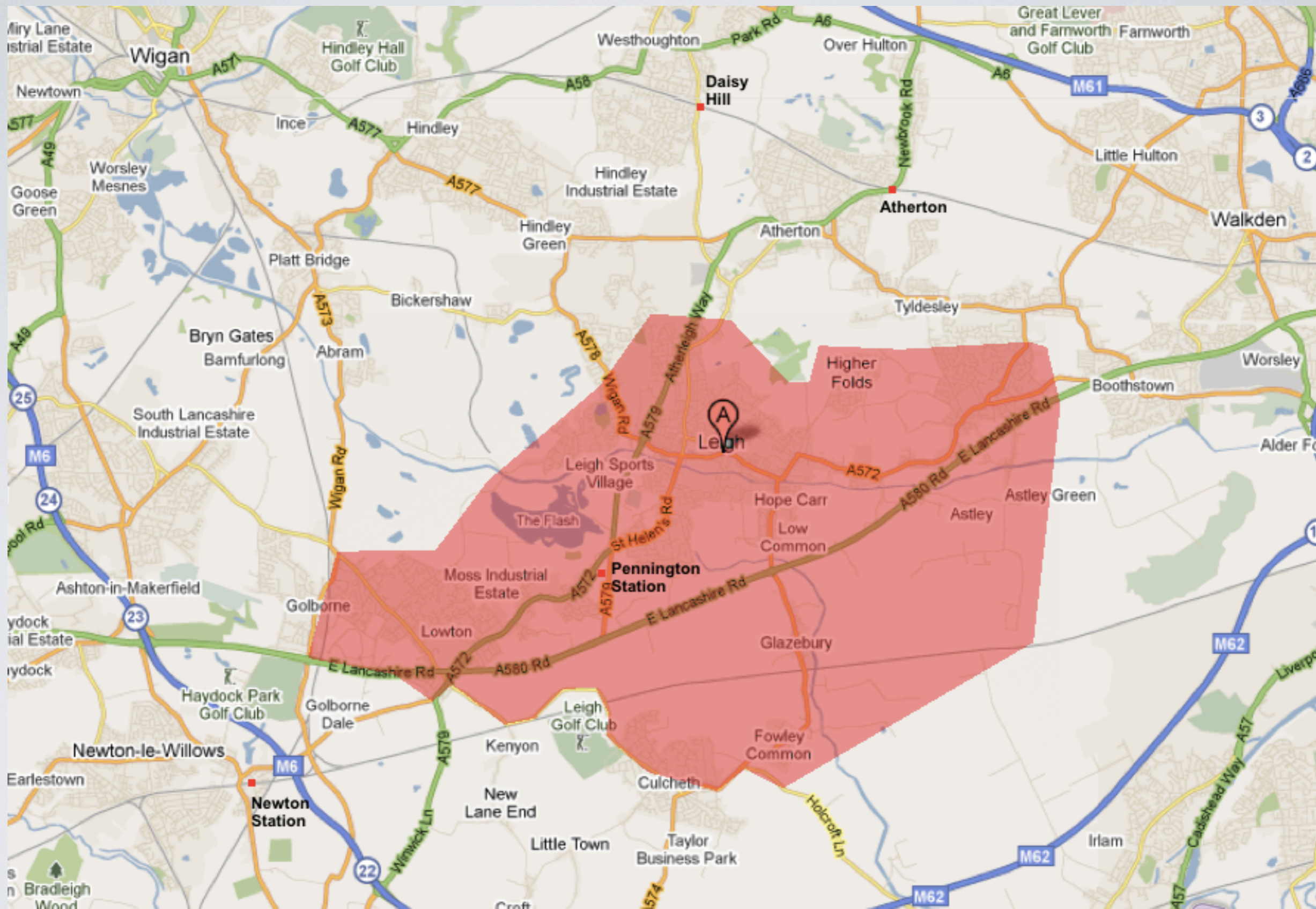


Transport for
Greater Manchester

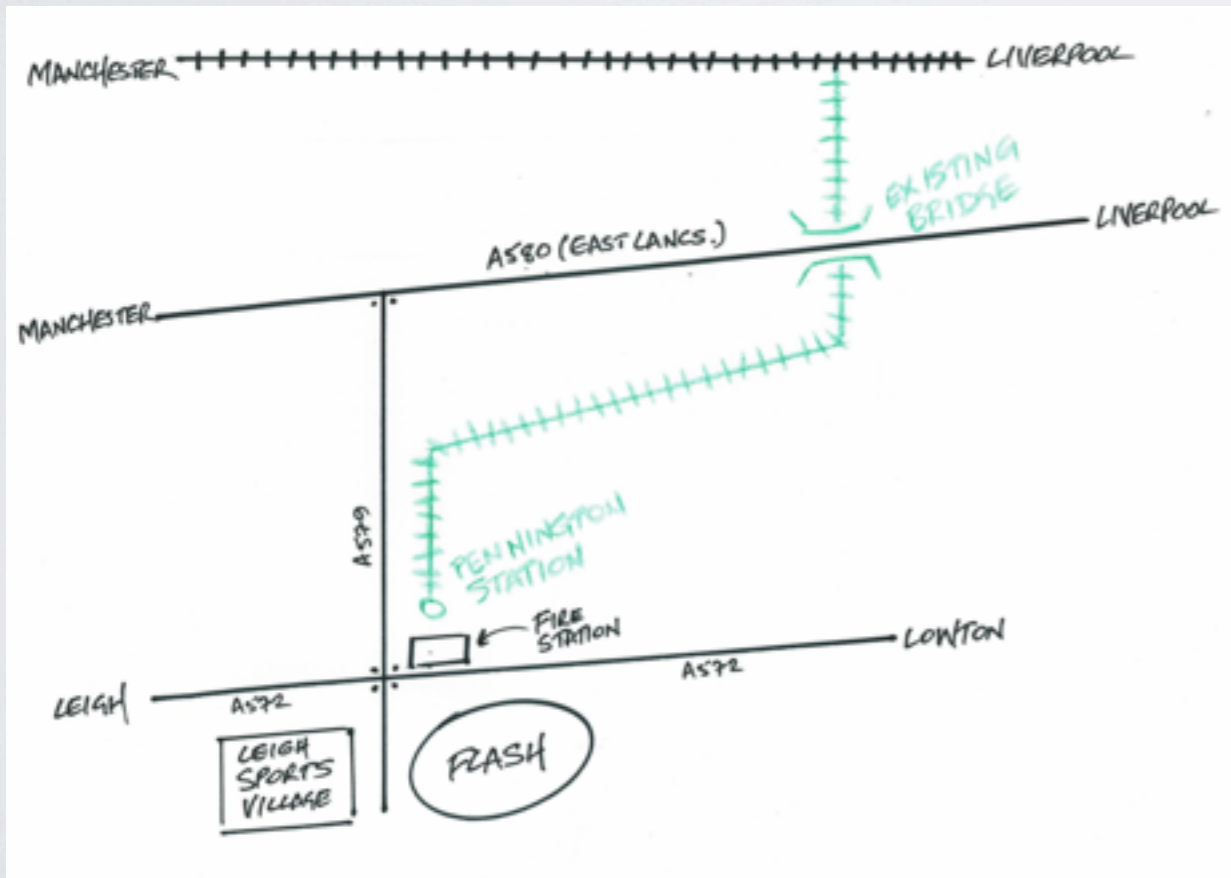
Wigan
Council

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Leigh Area Rail Study

Study Report

Document Version: 5.0

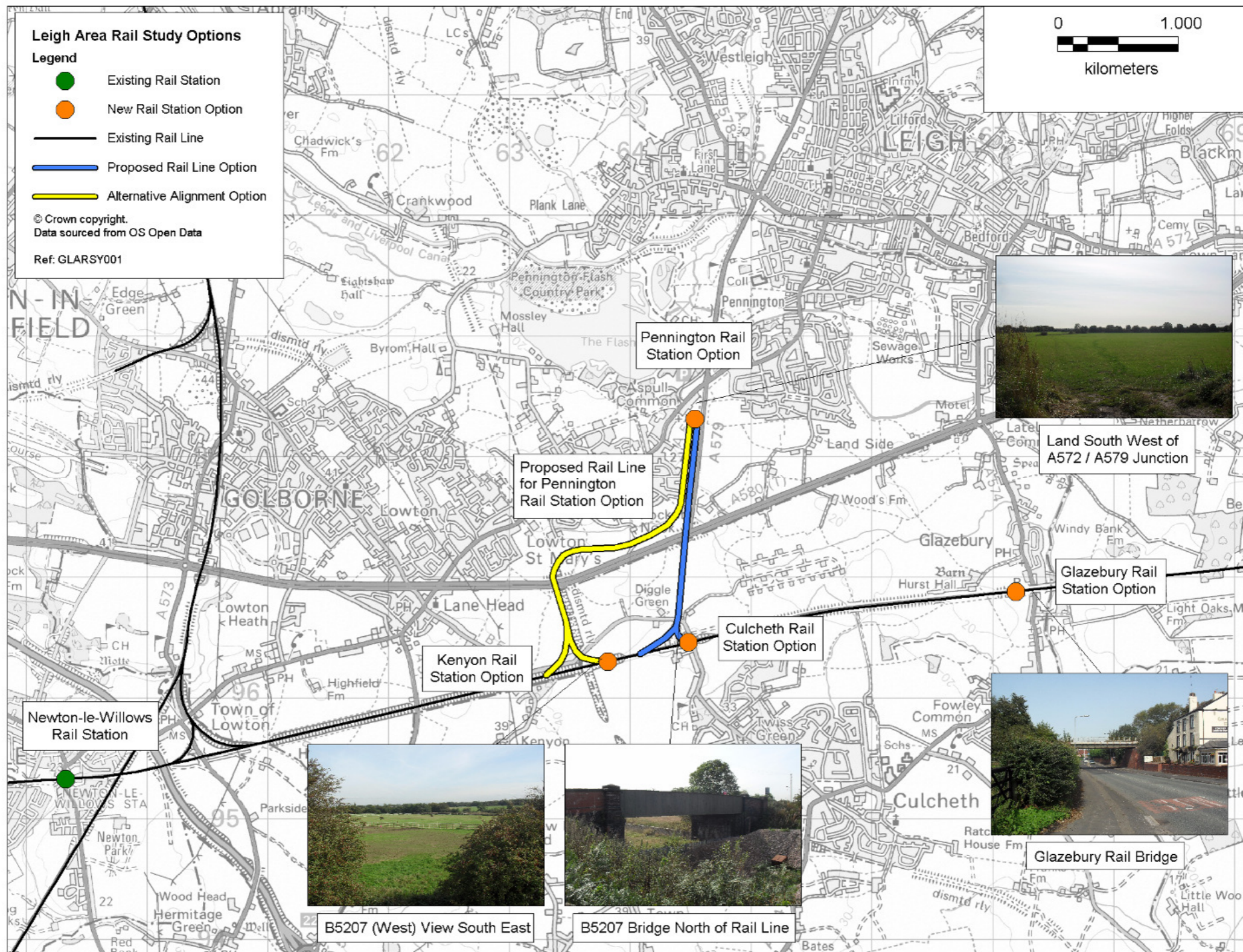
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Transport for Greater Manchester
and Wigan Council

January 2012

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Figure 3.1: Leigh Rail Study Options



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Figure 5.2: Rail Demand Source

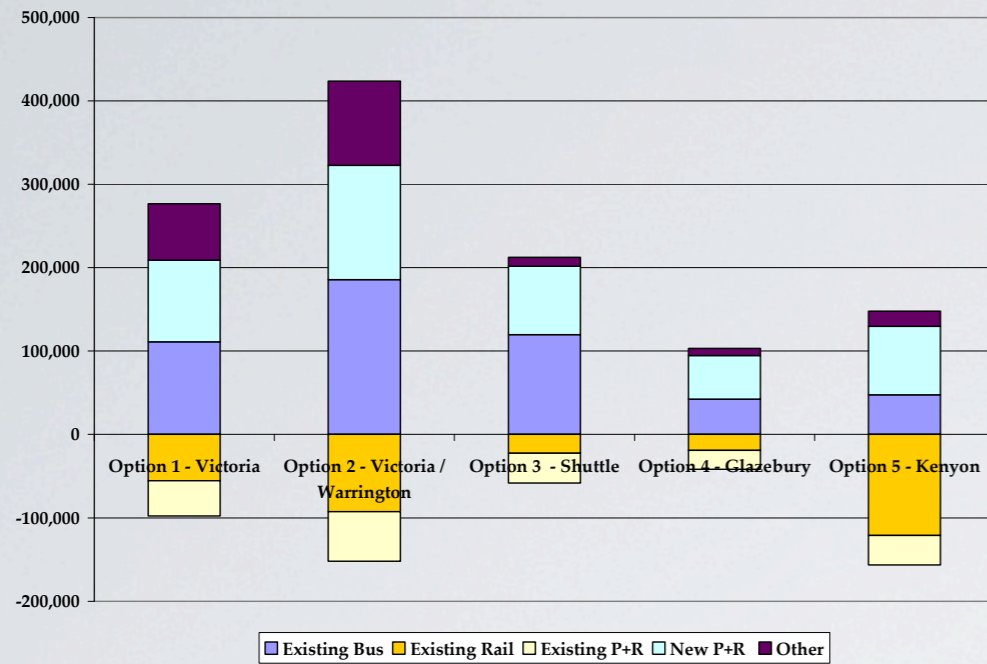


Table 5.4: Rail Abstraction Demands

Station	Option 1- Pennington to Manchester Victoria Service	Option 2- Warrington to Manchester Victoria via Pennington	Option 3- Pennington Station with rail shuttle service	Option 4- New Station at Glazebury	Option 5- New Station at Kenyon
Birchwood	17,000	27,000	46,000	17,000	63,000
Newton-Le-Willows	20,000	41,000	2,000	19,000	89,000
Atherton	59,000	60,000	8,000	0	0
Others	3,000	23,000	3,000	6,000	5,000
TOTAL	98,000	151,000	58,000	42,000	156,000

Table 4: Sensitivity Testing – Option 2

Sensitivity Test - Option 2	Benefits PVB	Costs PVC	BCR
Option 2- Warrington Bank Quay to Manchester Victoria via Pennington	111.6	120.2	0.93
Option 2 - Fares at RPI+3%	102.1	100.8	1.01
Option 2 - Exclude Staffing and Booking Office	111.6	115.1	0.97
Option 2 – Reduced Rolling Stock Requirements by 25% so reducing leasing costs	111.6	101.3	1.10
Option 2 - Stobart Costs	111.6	106.8	1.05
Option 2 - Stobart Costs with Hourly Service	88.2	76.1	1.16
Option 2 - Stobart Costs, Hourly Service and Higher Growth	103.2	69.9	1.48
Option 2- Assume 44% OB instead of 66% OB	111.6	115.3	0.97

Note: all benefits and costs are presented in £m's and in 2002 present values as required by DfT for a major scheme business case.



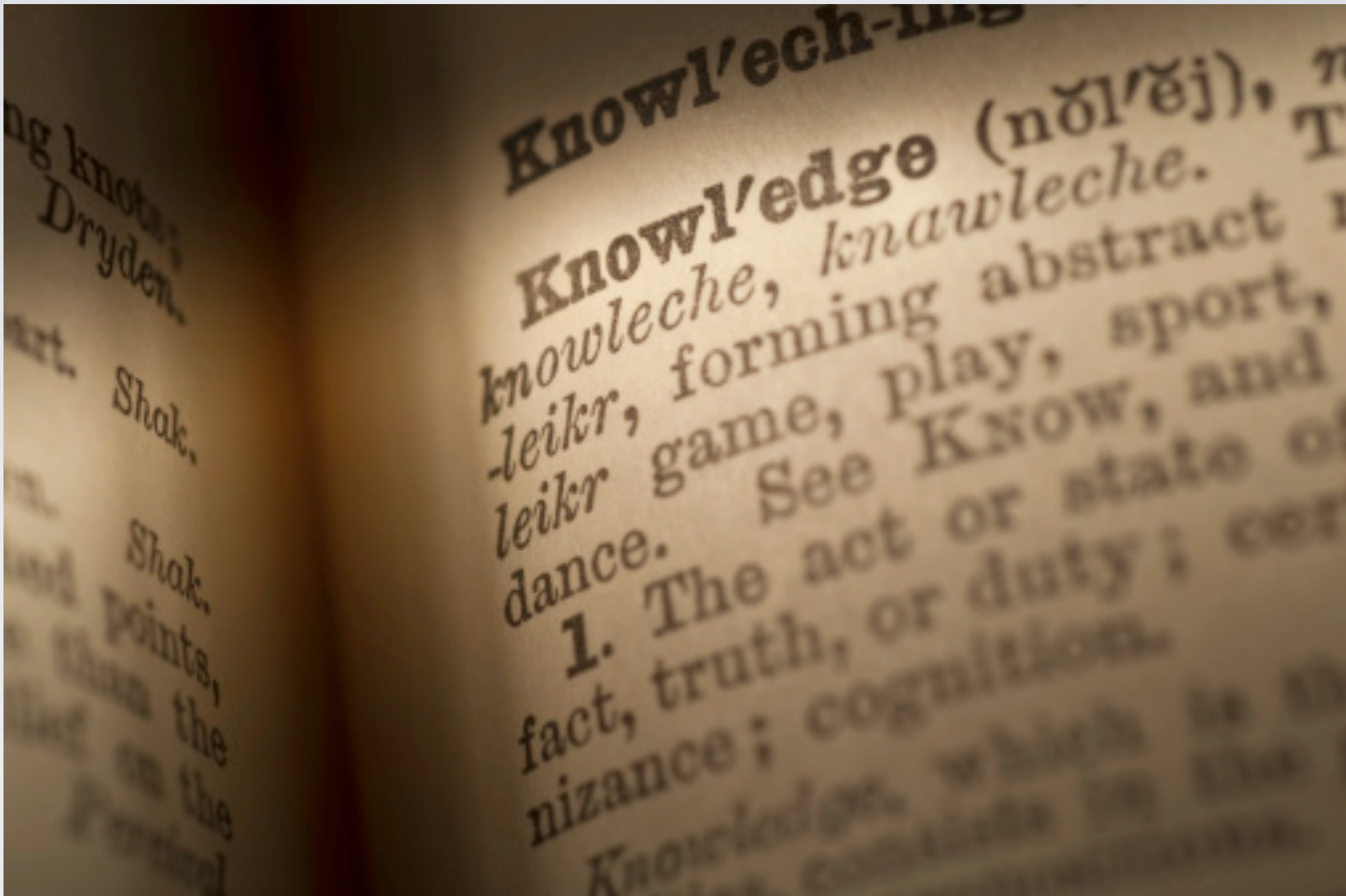
Table 5: Sensitivity Testing – Option 5

Sensitivity Test - Option 5	Benefits PVB	Costs PVC	BCR
Option 5- New Station at Kenyon with Highway Link and Shuttle Buses	20.0	14.3	1.40
Option 5 - Fares at RPI+3%	18.3	9.1	2.02
Option 5 - Higher Demand Growth	23.4	12.2	1.92
Option 5 - Unstaffed Station and No Booking Office	20.0	13.5	1.48
Option 5 - Greater Disbenefits to Through Passengers	16.0	15.5	1.03
Option 5 - Less Feeder Services	13.9	12.8	1.09





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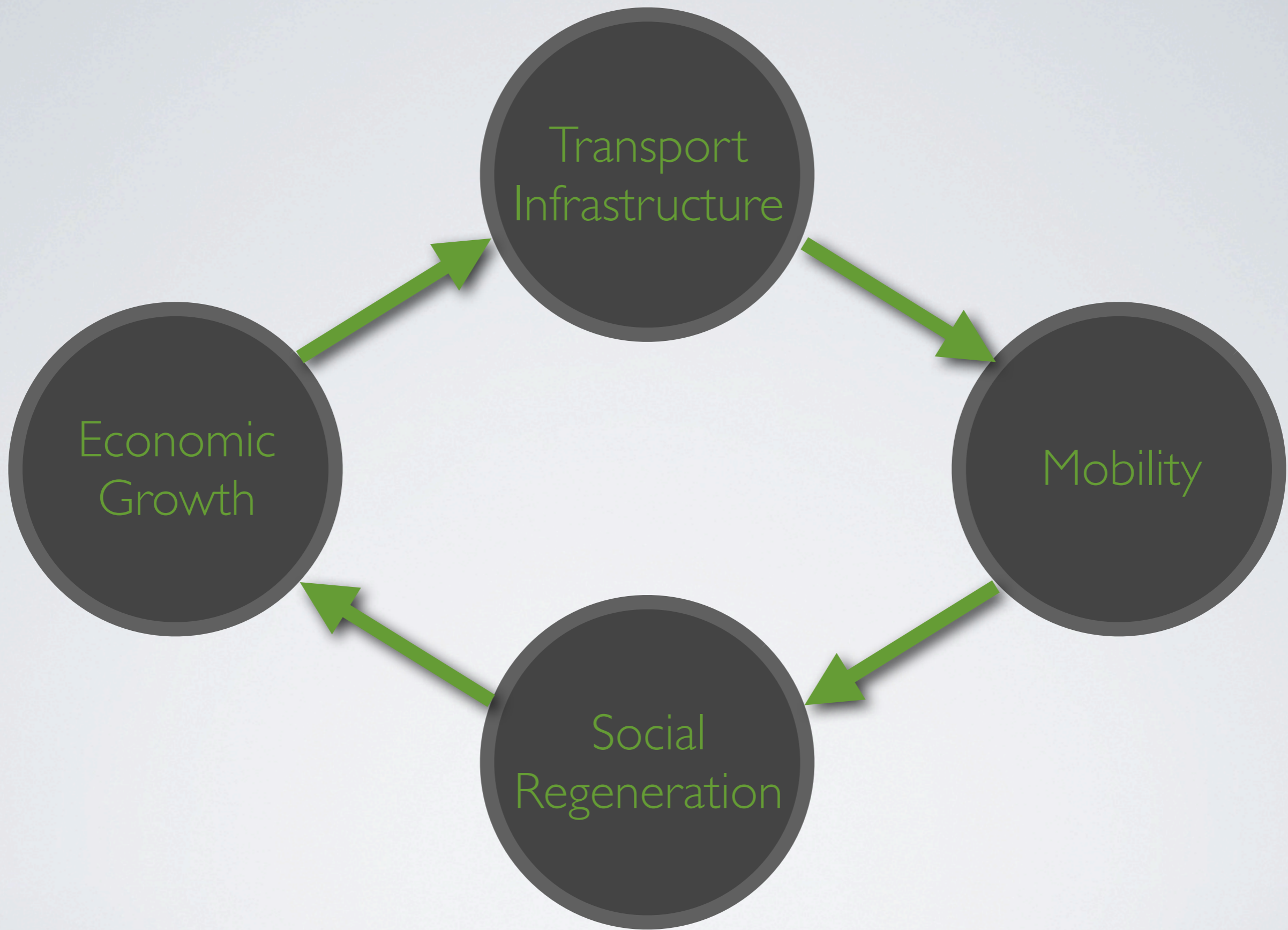


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hs2



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Local Community Benefits

- Less congestion
- Reduced air pollution
- Reduced travel times
- A better place to be
- Long term positive impact
- A generational impact
- Feeding reinvestment
- An enabler

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Regional Benefits

- Location, Location, Location
- Cutting edge and sustainable
- Regional growth and employment
- Hi-Tech Stimulant
- Entrepreneurial Enabler
- Large catchment
- All encompassing

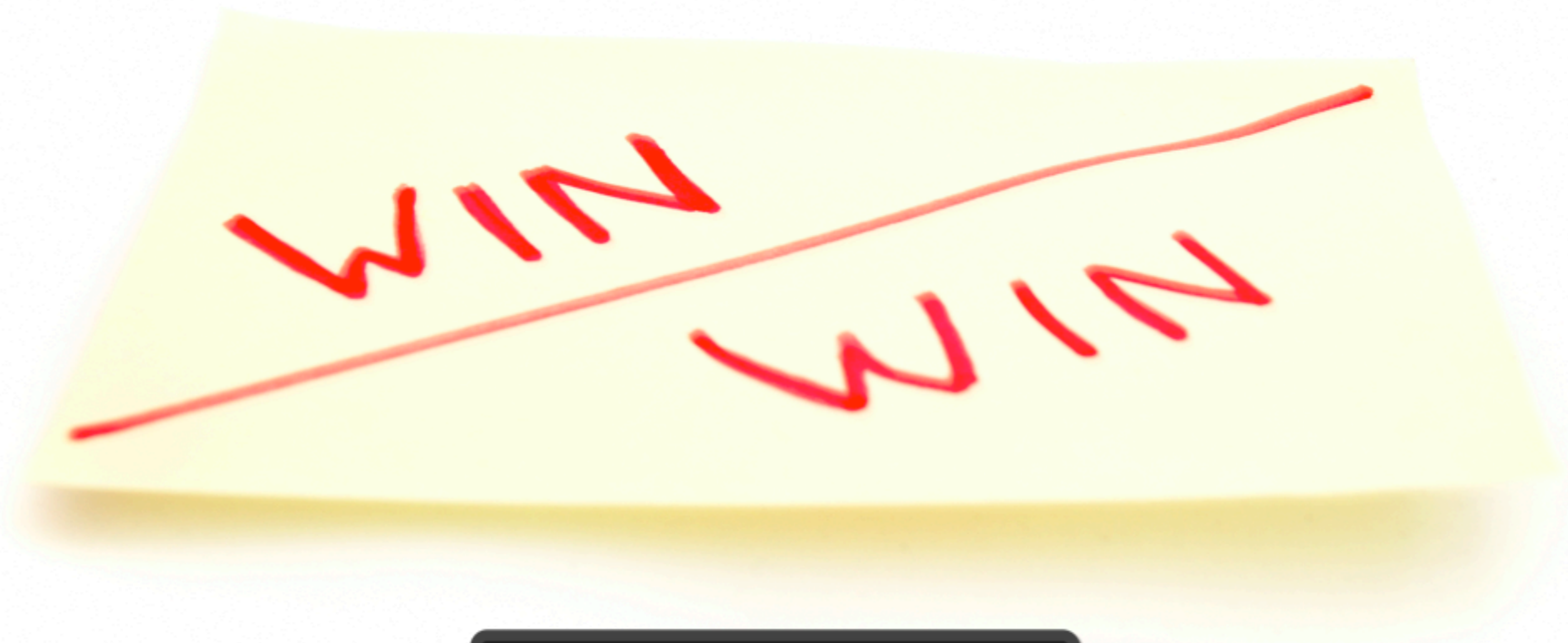
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Benefits for hs2

- A natural meeting point
- An ideal location
- Increased accessibility to hs2
- Low risk / high return
- No known obstacles

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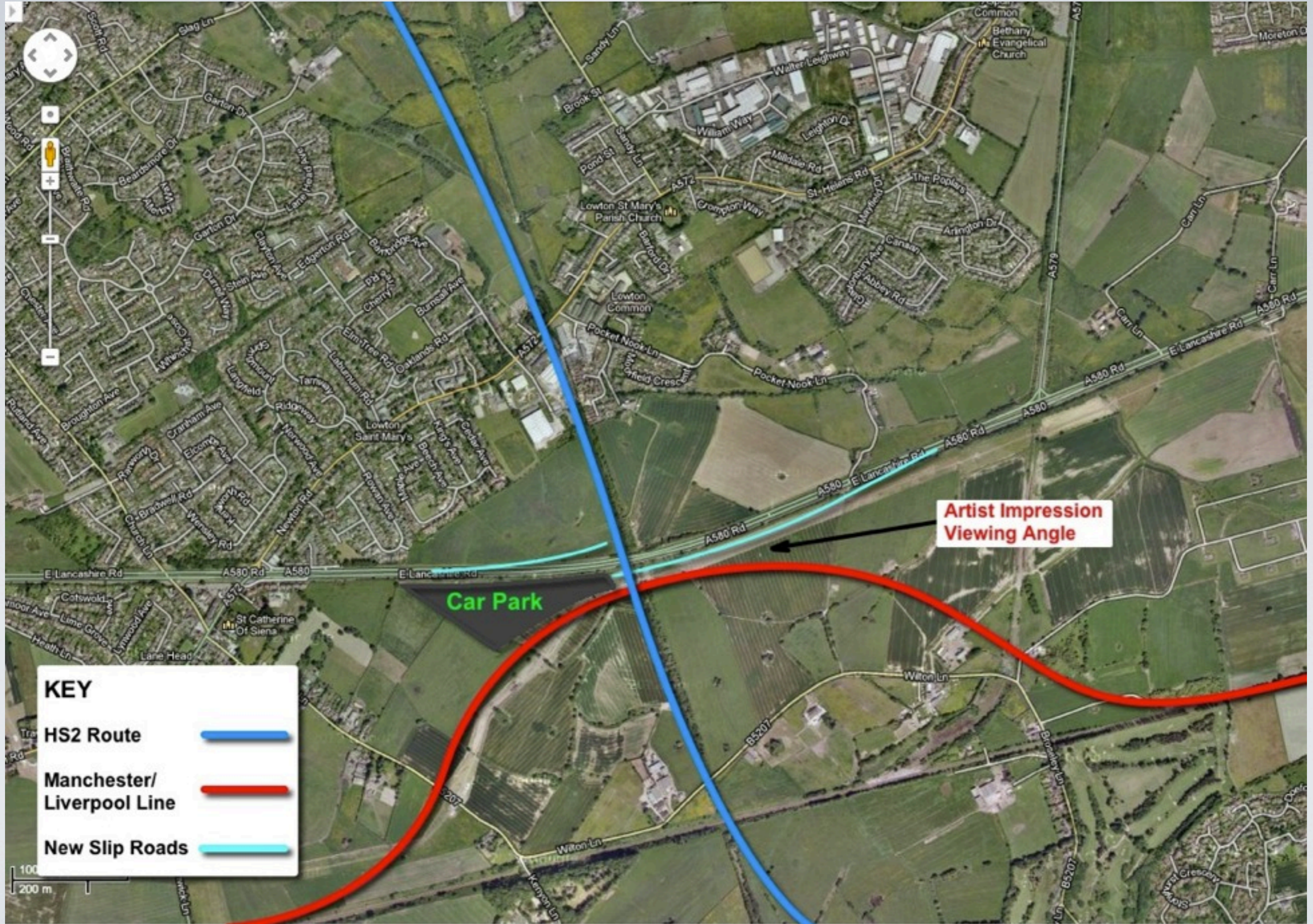


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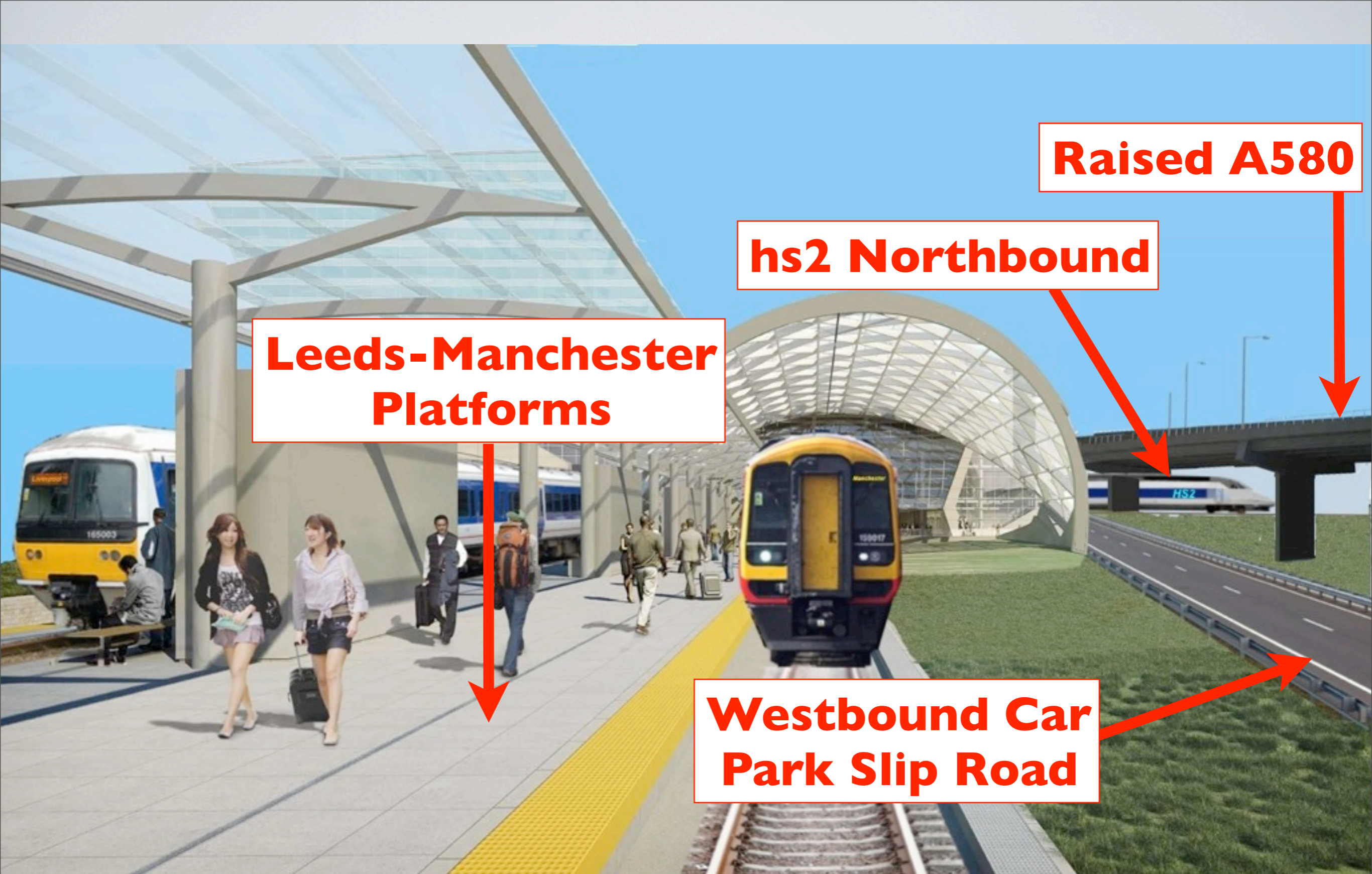
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Leigh/HS2 Regional Interchange



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Leigh/HS2 Regional Interchange



Raised A580

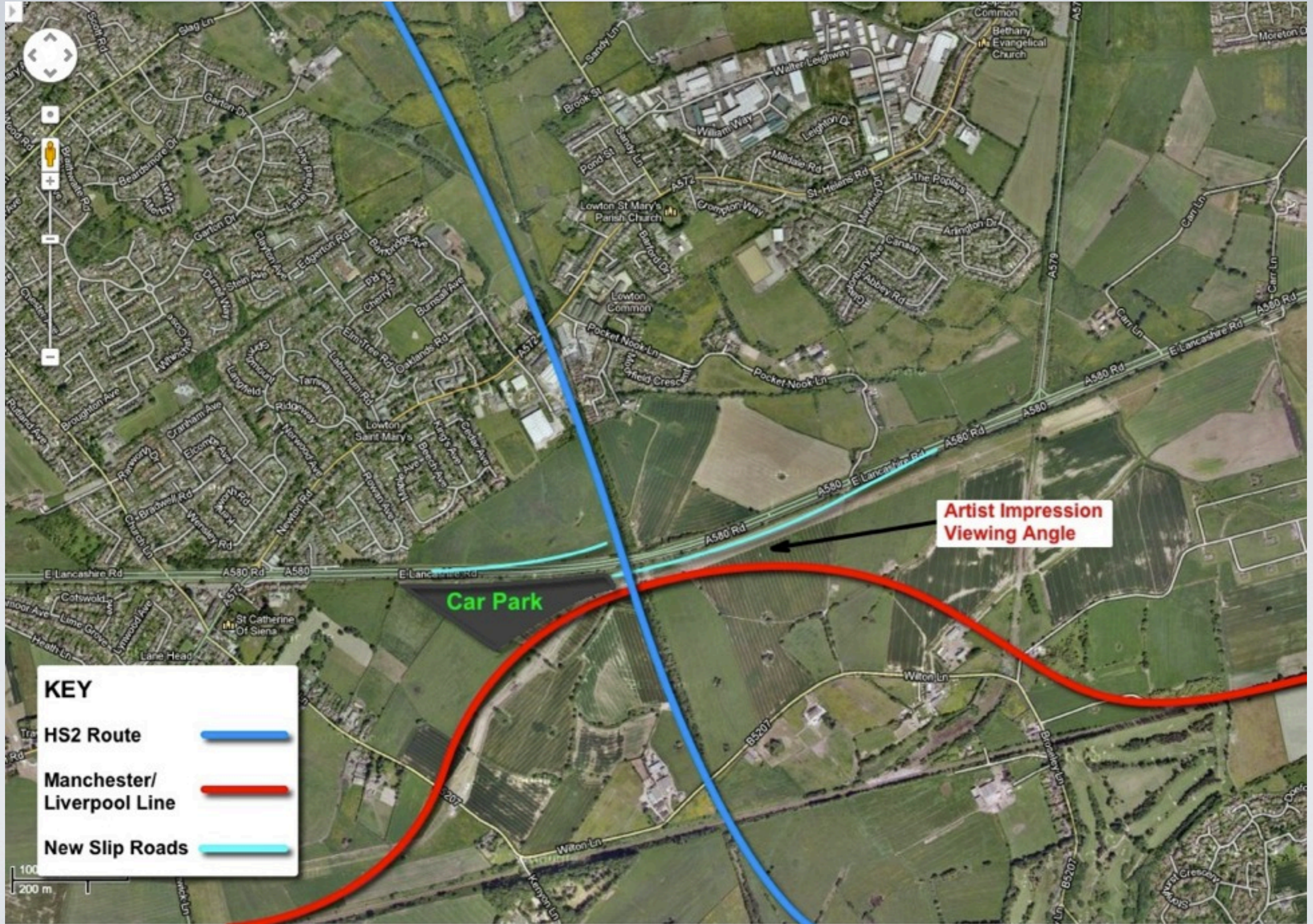
hs2 Northbound

**Leeds-Manchester
Platforms**

**Westbound Car
Park Slip Road**

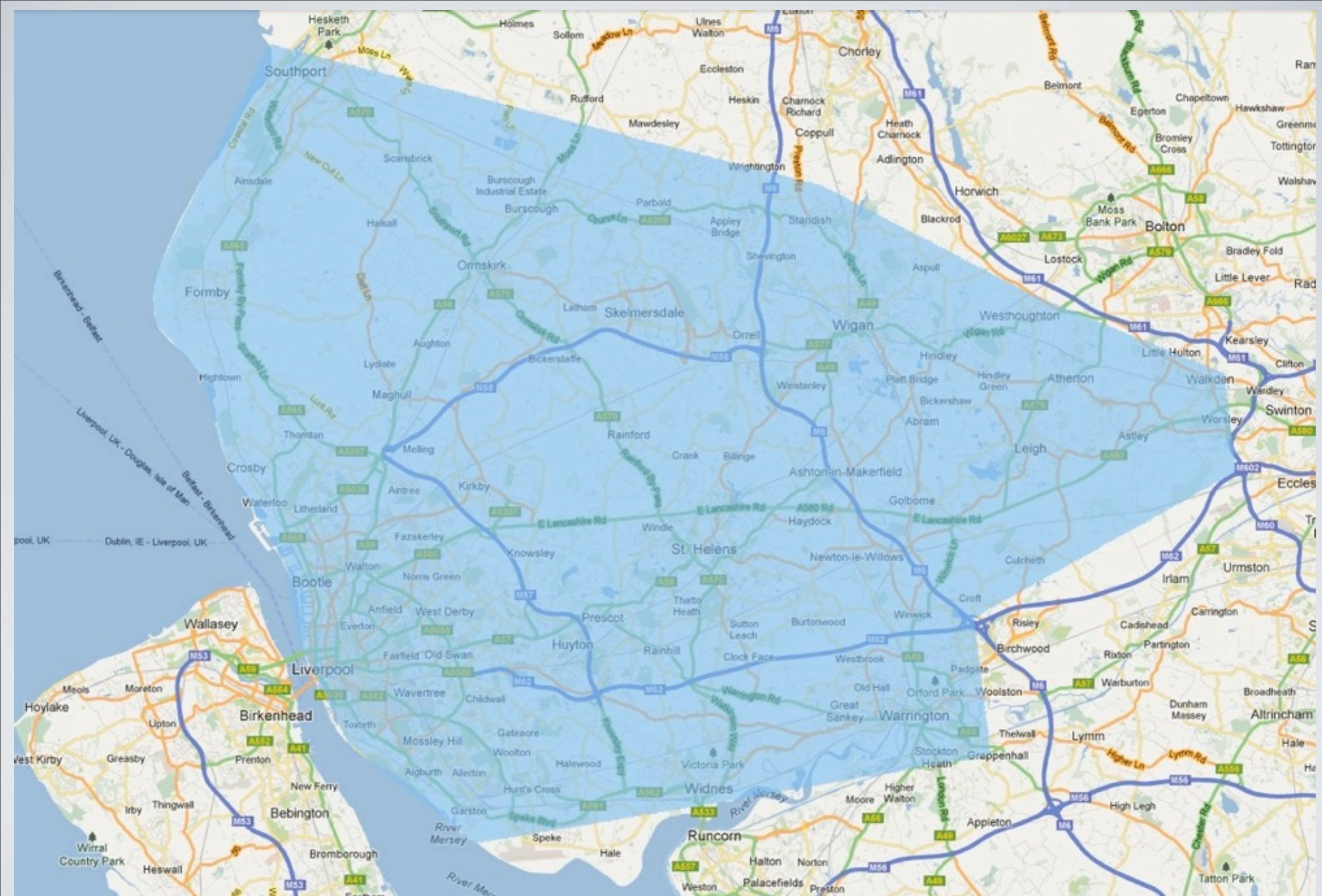
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Leigh/HS2 Regional Interchange



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Leigh/HS2 Regional Interchange



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Leigh/HS2 Regional Interchange

Rationale



- Economic model is based on Halcrow
- 60 Year ROI
- Station costs based on 2016
- Revenue based on 2002



- 550,000 passenger journeys
- Benefit value \geq £140m
- BCR $>$ 2.3

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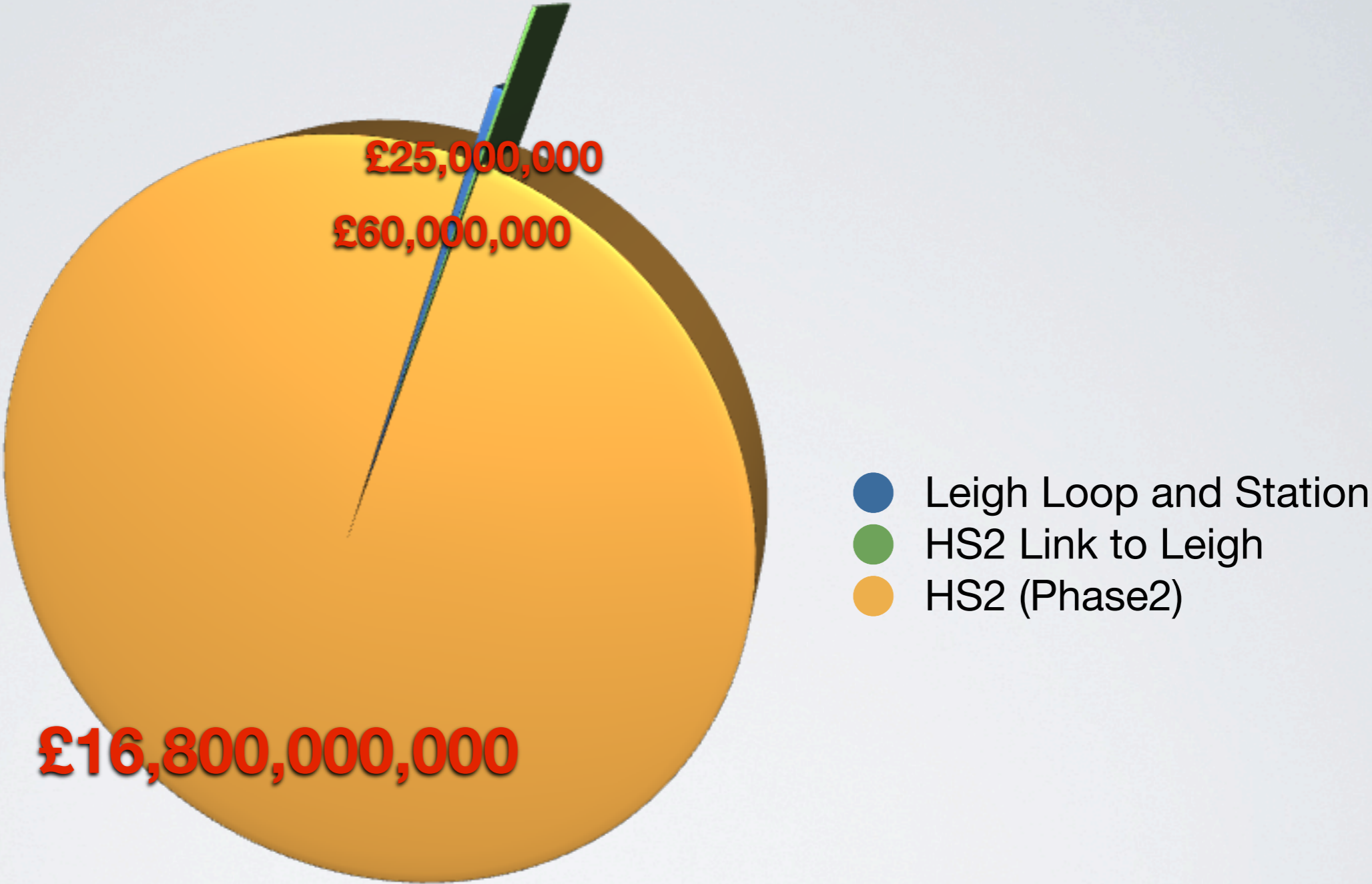
Leigh/HS2 Regional Interchange

Investment



- Leigh Loop and Trans-Pennine Station
£60M
- HS2 Station and modifications to above
£25M

Transport for Leigh Proposal Comparision with HS2 (Phase2)



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Leigh/HS2 Regional Interchange

0.5%

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Leigh/HS2 Regional Interchange

Stimulating

Strategic

Generational

Transformational

Realistic

Achievable

Needed

Vital

Wanted

Complimentary

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Leigh/HS2 Regional Interchange



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www.transportforleigh.org.uk