



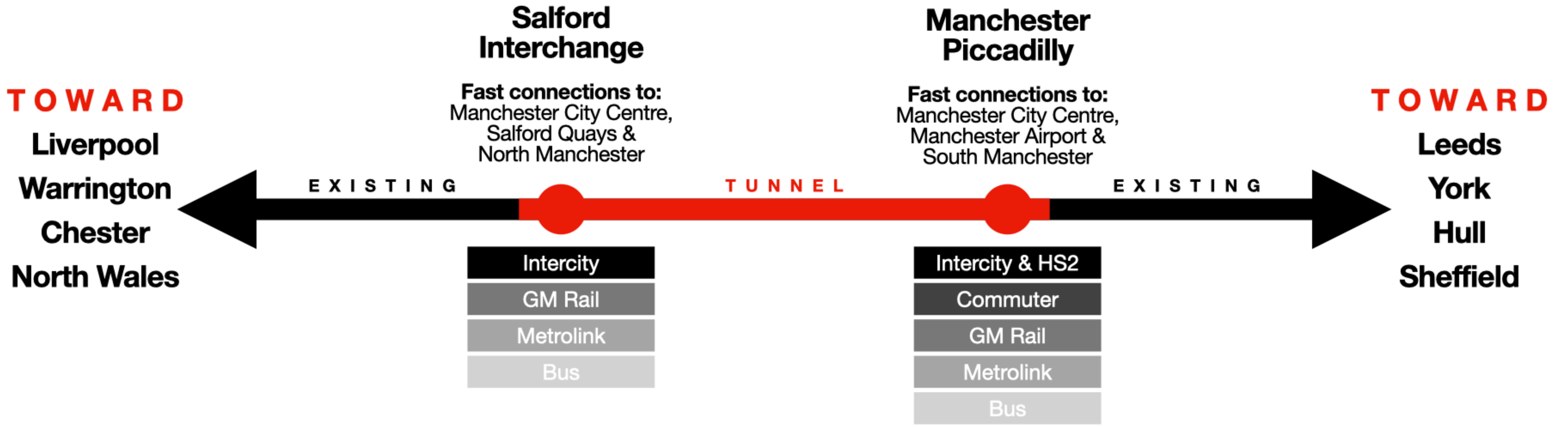
**CROSS**  
**NORTH**  
**PROGRAMME**

Our plan to  
**#GetTheNorthMoving**

“CrossNorth Programme” is the working name for NorthOnTrack’s proposal for NPR’s integration through Manchester.



**CROSS  
NORTH  
PROGRAMME**

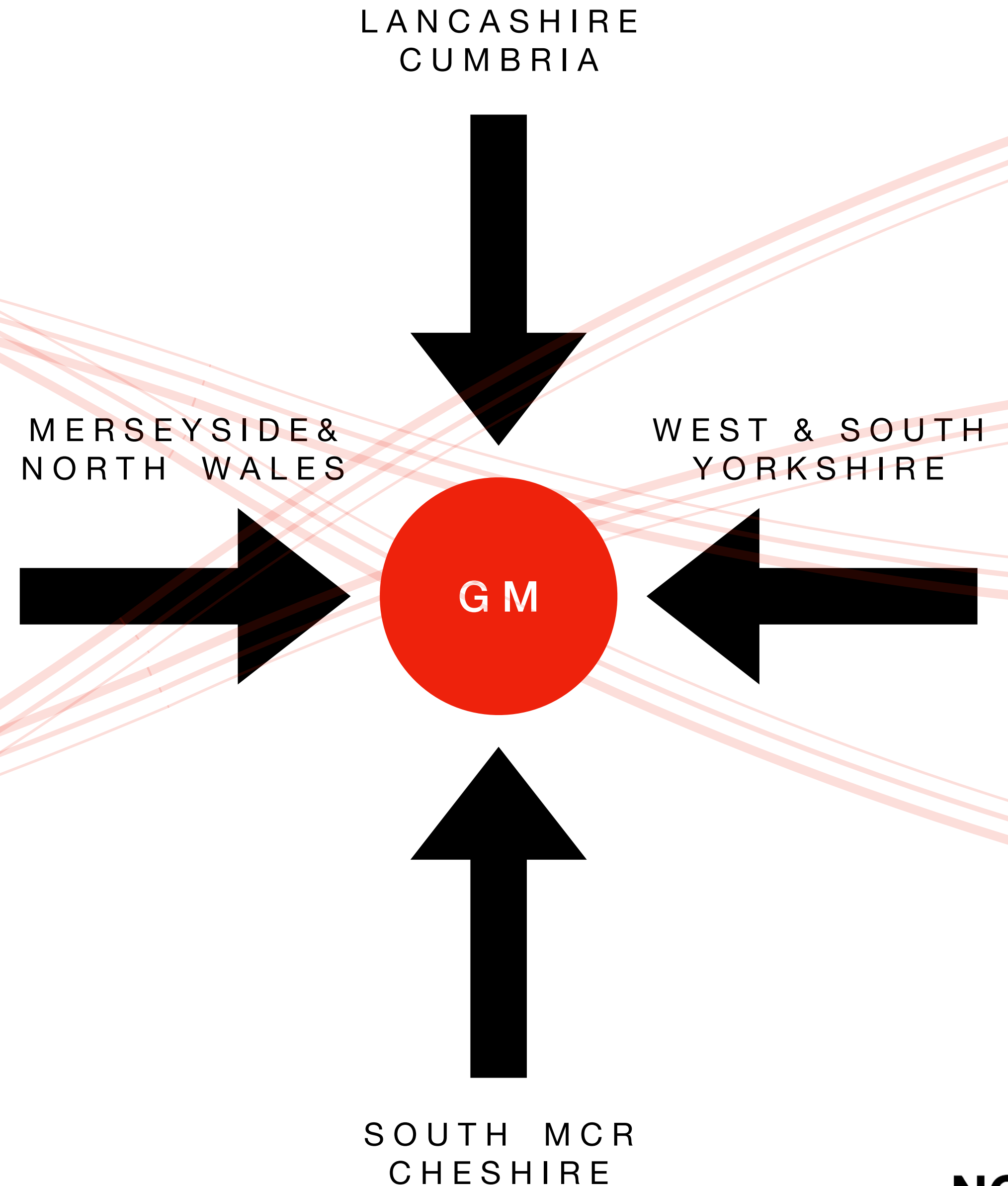


**Releasing the Bottleneck,  
*Realising Potential.***

# *Starting* where it matters most.

Central Manchester represents the North's largest bottleneck, creating disruption across the entire network.

By starting Northern Powerhouse Rail (NPR) here, we can bring the benefits of increased reliability, frequency and capacity much sooner.



# A *phased* approach

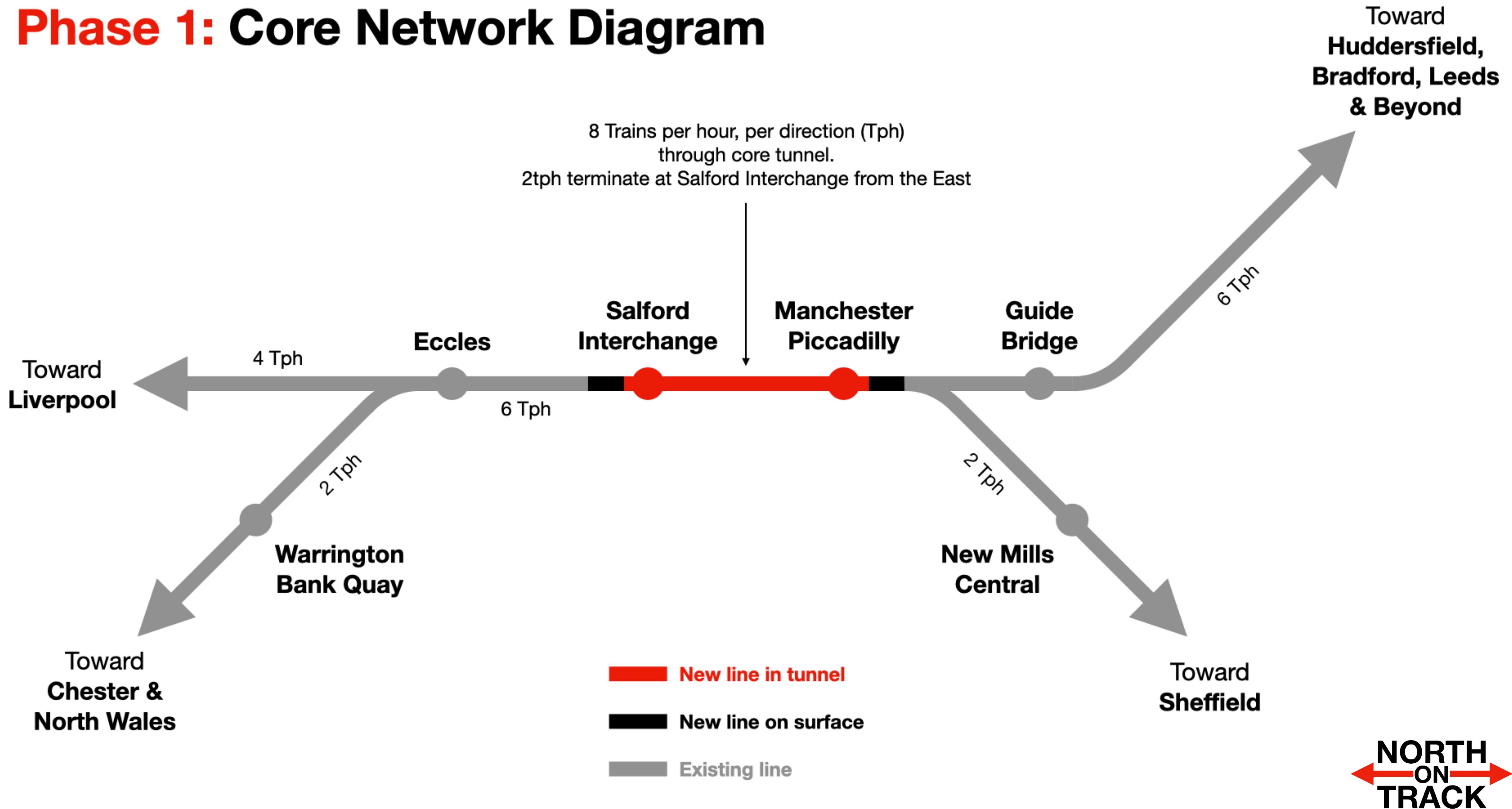
HM Treasury prefers investments that are **controlled in scope**, and **geographically compact**. Our methodology for CrossNorth Programme reflects this.

**Phase 1** Gives fast trains their own pair of tracks, freeing up capacity through Manchester City Centre.

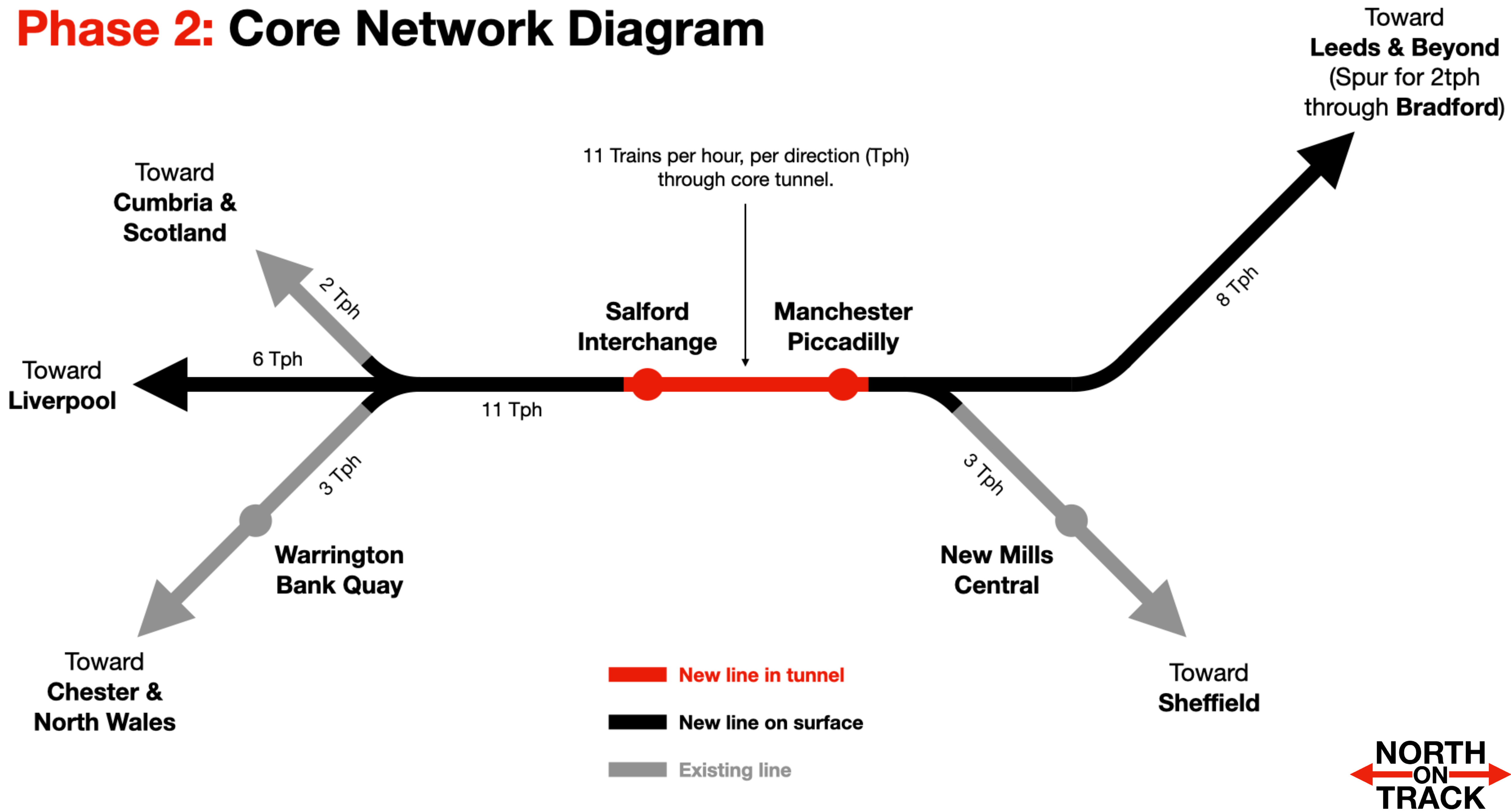
This means reliable east-west intercity services, and creates capacity on Greater Manchester's existing network for higher frequency local and regional services.

**Phase 2** Completes the NPR network, connecting the CrossNorth core to TfN's planned east-west high speed network.

# Phase 1: Core Network Diagram



# Phase 2: Core Network Diagram



# ***Phase 1***

**Salford - Ardwick tunnel (2.5mi)**

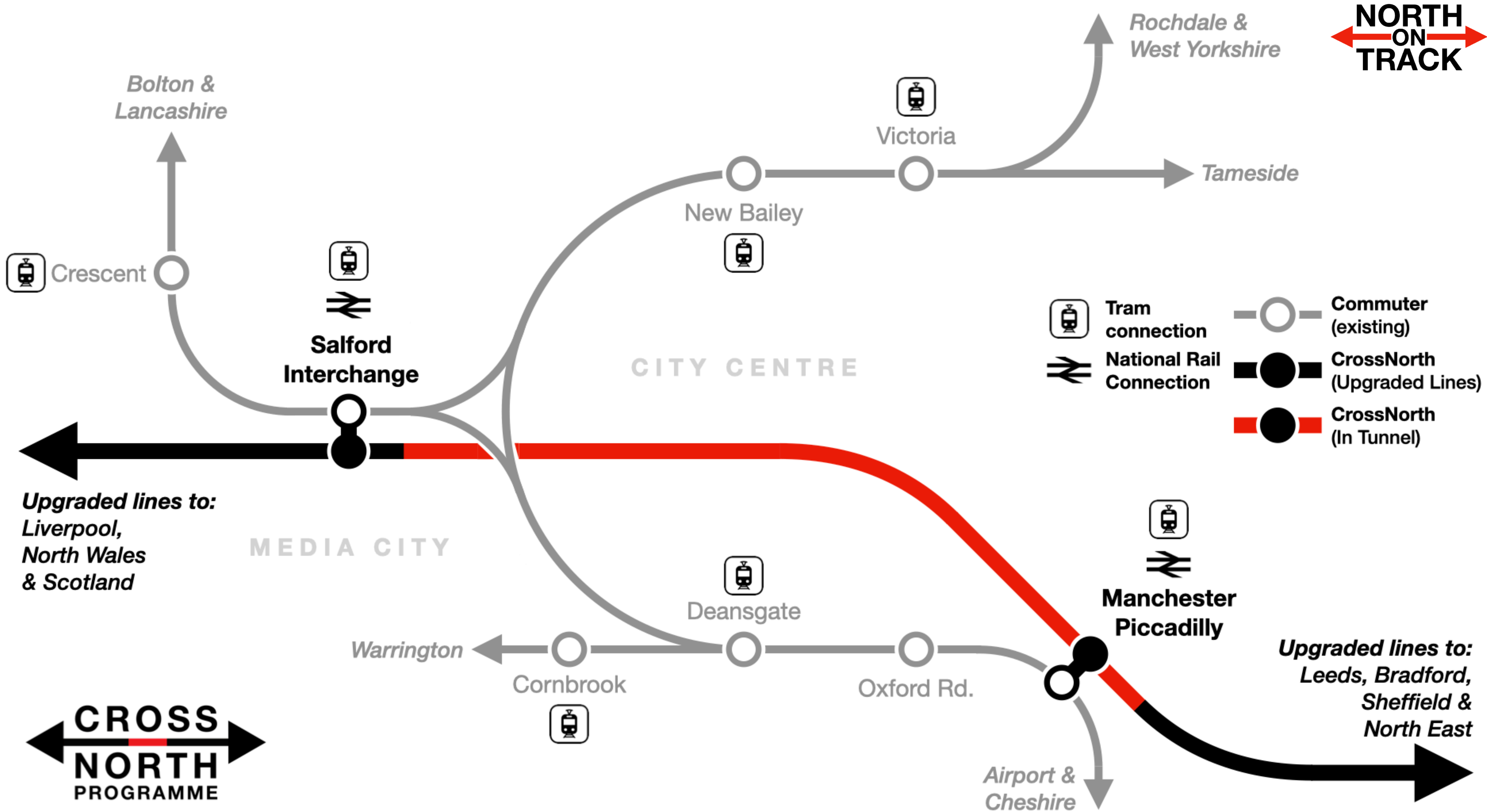
**Piccadilly low-level (260m sub-surface platforms)**

**Salford Interchange (260m open-box platforms + 4 surface-level NR)**

**Passive provision for NPR**

**How does this integrate with the existing network?...**

**NORTH  
ON  
TRACK**



**CROSS  
NORTH  
PROGRAMME**

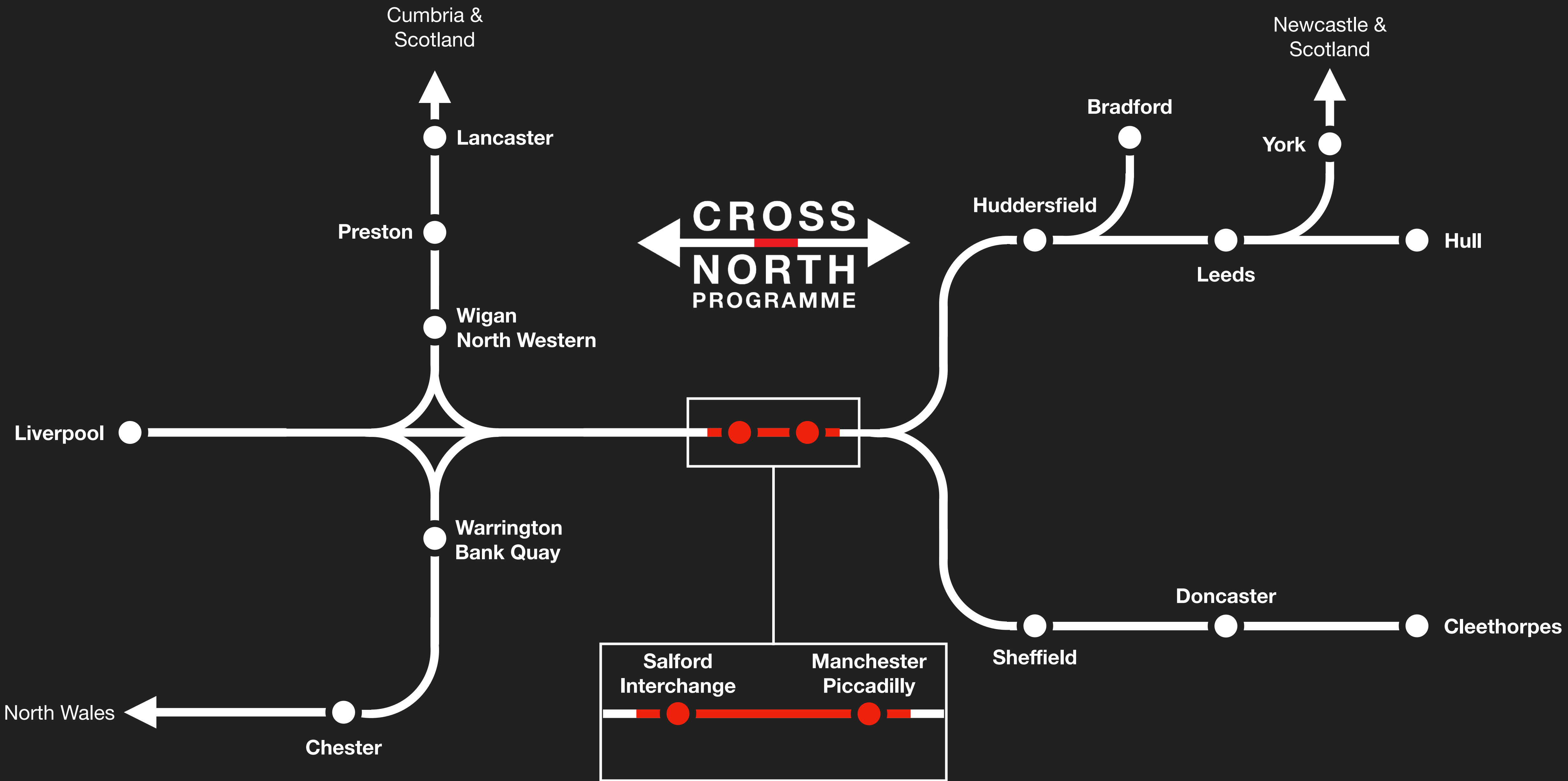


# Manchester **Piccadilly**

- The CrossNorth station at Manchester Piccadilly would sit to the north, parallel to the existing train shed.
- The station would be of “Shallow-Box” construction, with the concourse on the surface, **retaining provision for HS2’s 4 terminating platforms on top.**
- The station would contain two 260m platforms, with S&C at both ends within the box structure. (This is **significantly smaller** than the previously proposed combined HS2/NPR station.)
- **Manchester Airport** would be reachable by metro-frequency rail connections using the freed up capacity created by CrossNorth on existing lines.

# Salford **Interchange**

- The proposed new interchange station for CrossNorth & National Rail at would sit on ex-industrial/scrapyard/railway land bounded by Liverpool St, W Edgerton St, Regent Rd and Oldfield Road in Salford.
- The station would be a mix of “Open-Box” and surface construction.
- The station would contain two 260m open-box platforms, with S&C at both ends within the box structure, and four surface-level National Rail Platforms.
- **Salford Quays** would be reachable by tram (5mins) via TfGM’s planned Metrolink extension, making it **commutable for residents outside GM.**
- Salford Interchange would serve as GM’s second busiest & most connected station, connecting the east-west mainline to existing lines to the north, **without traversing castlefield.**





Manchester  
Piccadilly

Upgraded Lines  
to Leeds/Sheffield

Salford  
Interchange

Upgraded  
line to Liverpool

Media City

# Let's #GetTheNorthMoving

